

Task Force on Kai Tak Harbourfront Development

For information
on 14 May 2013

TFKT/10/2013

A Note on “Kai Tak for the People” – A Citizen’s Alternative Plan 2.0

PURPOSE

This note aims to highlight the key issues consolidated from the relevant Bureaux/Departments in regard to the “Kai Tai for the People” proposal as presented in the Paper TFKT/09/2013 (the Proposal).

PROJECT REQUIREMENTS

2. As one of the major development components in the Kai Tak Development, the proposed Multi-purpose Stadium Complex (MPSC) would comprise a 50,000-seat multi-purpose main stadium (MS) with a retractable roof to cater for major sports and other events, a 5,000-seat secondary stadium (SS) and a 4,000-seat indoor sports arena (ISA) with ancillary support facilities that could be used for organising local or community events as well as international competitions. The MPSC would also include over 40,000 m² of office and commercial space, as well as public open space. The MPSC project has long been seen as a priority by the sports community and many local residents, and is scheduled for completion by 2019.

KEY TECHNICAL ISSUES AND CONCERNS

3. The Proposal does not provide detailed information to enable departments concerned to assess whether the project requirements can still be met. Home Affairs Bureau (HAB) has strong reservations regarding the Proposal as it would adversely affect the potential for public enjoyment of the facilities and potentially give rise to severe logistical and security concerns. It would also significantly delay the delivery of the project.

4. One of the major requirements of the MPSC project is to disperse a crowd of 50,000 or more people safely and efficiently after a major event at in the MS. At least 80% of event attendees of the MS (i.e., 40,000 people) are expected to use the future Shatin-to-Central (SCL)MTR to travel to and from Kai Tak. From the indicative plan of the Proposal, the width of the passage corridor would only be about one-third of the original layout due to the proposed residential areas. The movement of such volume of people would be impeded and there would be major logistical, noise and security concerns as a consequence.

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Relocation of the SS and ISA

5. Moving the SS further away (more than 900 metres) from the future SCL MTR stations at Kai Tak and To Kwa Wan would make it less easily accessible to the wider public. As well as having negative implications from vehicular traffic and pedestrian flows, this would reduce its viability as a community sports facility. The proposed relocation of the SS would also adversely affect the intention of creating an integrated sports precinct centred on the three major sports venues. In particular, the provision of consistent support services will be adversely affected due to remoteness of the ISA from the SS.

6. Under the Proposal, the area of the MPSC zone is reduced from 20.93 ha to about 19.4 ha. The Proposal appears to show a smaller ISA than the intended provision and would not be able to meet HAB's requirements unless the building height is increased, which may not be feasible due to planning constraints in building height and the operational need to link up facilities on the same floor. The revised SS also appears to be of sub-standard size, which would not be able to meet HAB's requirements. The Proposal does not show any proposed locations for the office and other commercial space that will be an integral part of this project in terms of: ensuring that a full range of services is available to users of the complex; providing much-needed office space for sports and related organisations; creating a strong destination profile for the complex; and also helping to ensure that the project can attract a healthy element of private sector participation that will drive innovation and efficiency in the development and operation of this signature venue for Hong Kong.

7. The proposed relocation of the SS to the northern end of Metro Park will block the visual penetration from the Victoria Harbour or Hong Kong Island to the inland Kowloon. The width of the promenade in the vicinity of the SS will be reduced.

Other technical issues

8. The planning of infrastructure, e.g. roads, drainage and sewage system, and other community facilities is at an advanced stage with some already completed or commencing construction shortly to tally with the population intake starting from mid 2013. The construction contract of the section of Road D2 at the MPSC has been tendered and is targeted to commence in Q3 of 2013. The capacity of the planned infrastructure to meet the additional demand arising from the increase in population from 90,000 to 120,000, the scope of upgrading works required for the completed infrastructure and the availability of space to accommodate the upgrading works would need to be reviewed.

9. The proposed Central Kowloon Route has to leave a section near the waterfront open to meet fire and road safety requirements. However, the

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Proposal involves decking over this section, which fails to meet these requirements.

IMPLEMENTATION PROGRAMME

10. In 2000, HAB commissioned a consultancy study and recommended the development of a new stadium for Hong Kong. In 2005, a further study affirmed the need for a MPSC. After incorporating the requirement for the MPSC in Kai Tak Development, the Civil Engineering and Development Department commissioned a further study to outline a preliminary concept plan for the MPSC. The MPSC was incorporated in the Kai Tak Outline Zoning Plan which was approved in 2007 after an extensive three-stage public engagement exercise. The Government consulted members of the sports sector (including the Sports Commission), District Councils and other stakeholders on the MPSC in 2008. A technical feasibility statement was completed in 2009. A consultancy study on the possible event profile and economic impact assessment was completed in 2010, and a further study of the procurement and financing options was completed in 2012.

11. HAB is now pushing ahead with the study of the procurement and financial arrangement with a view to starting work on the MPSC for completion by 2019 to meet the aspirations of the sports community and local residents. If the layout of the MPSC was to be changed, most of the previous efforts on planning and consultation would have been abortive. Repeating the planning and consultation process again would lead to a significant delay to the delivery programme.

Development Bureau

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