

Task Force on Kai Tak Harbourfront Development

For discussion
on 4 October 2016

TFKT/12/2016

Kai Tak Sports Park Project Design Development and Findings of Urban Design Study

PURPOSE

This paper updates Members on the latest development of the Kai Tak Sports Park (the Sports Park) and seeks Members' views on the proposed planning application for increasing the height limit of the main stadium, developing a 300-bedroom hotel, revising the disposition of the deck connection and inclusion of an eating place in the Sports Park.

BACKGROUND

2. The Sports Park (formerly known as the Kai Tak Multi-purpose Sports Complex) is located at the North Apron of the former Kai Tak Airport (**Annex A**) and occupies an area of over 28 hectares. 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 5 000-seat public sports ground and a 7 000-seat indoor sports centre. Subject to funding approval of the Finance Committee of the Legislative Council in the 2016-17 legislative session, we plan to invite tenders for the construction of the Sports Park in the third quarter of 2017 with a view to commencing and completing construction in mid-2018 and end-2022 respectively.

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, we briefed the Task Force on the indicative master layout plan of the Sports Park and the study findings on the following aspects in support of a planning application to the Town Planning Board (TPB) –

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- (a) the need to increase the height limit of the main stadium from +55 metres above principal datum (mPD) as stipulated in the approved Kai Tak Outline Zoning Plan (OZP) to allow flexibility in stadium design;
- (b) the need for a 300-bedroom hotel within the site to support the hosting of major events in the Sports Park; and
- (c) the need for a revised disposition of the deck connection to improve the connectivity between the northern and southern sections of the Sports Park site.

4. At its meeting in November 2015, while the Task Force generally had no objection to the proposed increase in building height and the proposed hotel development, the Task Force requested for an urban design study to further examine the connectivity of the Sports Park with its neighbourhood.

5. The ensuing paragraphs report on the design development of the Sports Park and the key findings of the urban design study. In addition to the three planning proposals in paragraph 3 (a)-(c) above, we further propose the inclusion of an eating place (not exceeding 300 square metres gross floor area) in the public open space at the north-eastern portion of the Sports Park (hereinafter referred to as the neighbourhood park) for which planning application would also be required. The locations of the facilities relating to the four planning proposals are shown in **Annex B**.

DESIGN DEVELOPMENT

6. The latest design development is shown in the concept master plan of the Sports Park at **Annex C**. While the detailed design will be developed under the procurement contract of the project, the key elements are summarised in paragraphs 7-17 below.

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Landscaped deck

7. The Sports Park site is divided at grade (+5 mPD) by Shing Kai Road (which is currently under construction) into northern and southern sections. While three signalised pedestrian crossings will be provided along Shing Kai Road, a landscaped deck at +13 mPD will be the main connection between the northern and southern sections of the Sports Park.

8. The landscaped deck will be accessible to the public during any time of the day all year round. The deck comprises two landscaped passageways across Shing Kai Road and will serve as the main pedestrian link amongst various facilities within the Sports Park (**Annexes D-1 and D-2**). The central passageway is about 120 metres (m) wide and the western one about 30 m wide. The central passageway ensures a smooth pedestrian circulation and crowd dispersal during major events, while the western passageway provides a direct connection to the existing Ma Tau Kok neighbourhood via the new Sung Wong Toi Park and the future To Kwa Wan Mass Transit Railway (MTR) Station. The two passageways will help minimise tunnel-type structure over Shing Kai Road and will provide a safe, convenient and comfortable space for pedestrian access, movement and recreation above Shing Kai Road. The position of the two passageways involves an improved disposition of the deck when compared with that set out in the OZP.

9. The main plaza formed by the central passageway will be the focal point of the Sports Park. On event days, it will function as a welcoming, safe and enjoyable transit area for large number of spectators approaching and leaving the event venue as well as an activation space with promotion stalls, sponsor and merchandizing activities. On non-event days, it will serve as a recreation destination for all visitors and may accommodate activities such as festivals, fairs and markets.

10. To provide better pedestrian comfort, a covered walkway will be provided along the eastern edge of the central passageway to link the main stadium with the indoor sports centre building, and through the indoor sports centre building with the neighbourhood park, the Station Square and the future Kai Tak MTR Station. The covered walkway will also be linked with the

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pedestrian covered canopy along the perimeter of the main stadium.

Facilities in the northern section

11. Two major sports venues (i.e. the indoor sports centre building and the public sports ground) will be located in the northern section of the Sports Park. The indoor sports centre building will comprise multi-functional elements including a main arena for sports competitions of a seating capacity around 7 000, an ancillary sports hall with space equivalent to eight badminton courts, a bowling centre, a sports health and wellness centre, and general retail spaces. During non-event days, both the ancillary sports hall and the main arena will be available for community sports by the general public. During event days, the ancillary sports hall may serve as the warm-up venue for competitions held in the main arena. The public sports ground located at street level above the existing Kai Tak Tunnel will be suitable for school athletics meets and local football matches, as well as community jogging and football games. It may also serve as a warm-up and support venue for events held in the main stadium.

12. To the east of the indoor sports centre building will be the neighbourhood park at street level. The neighbourhood park will provide park amenities, ball courts, fitness stations, children play facilities, jogging trail, cycle track, etc. Ancillary facilities such as public toilets, changing rooms, food and beverage outlets including an eating place, and covered seating area will be provided. There will also be direct access from the neighbourhood park to the indoor sports centre building at street level and through a sloped passageway and stairs next to it to the main plaza on the landscaped deck. These accesses may be used as thoroughfares for residents east of the Sports Park to reach various facilities within the Park. Shade will be provided in the neighbourhood park from trees and covered structures. There will be luxuriant planting of different types following the "right species at the right place" principle to serve the various aesthetic and environmental functions of the neighbourhood park.

Facilities in the southern section

13. The main stadium is the key sports venue in the

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southern section of the Sports Park. It will primarily cater for major sports events such as international football and rugby matches, and may also host large-scale entertainment and community events such as concerts, exhibitions, parades and religious events. Its proposed acoustic retractable roof, when closed, will allow events to continue beyond 11:00 p.m., thus increasing the usage of the main stadium. To accommodate such a roof, we propose to increase the height limit of the main stadium from +55 mPD as stipulated in the OZP to +70 mPD to allow sufficient flexibility in stadium design.

14. To the east of the main stadium will be an open space at the landscaped deck level. During event days, it may serve as an event village and provide space for supporting activities. During non-event days, it may host community events such as festivals, carnivals and fairs, etc. similar to the Central Harbourfront Event Space in Central.

15. To the west of the main stadium will be the proposed hotel and office buildings. The 300-bedroom 4-star hotel, subject to TPB's approval, will provide accommodation within easy walking distance from major sports venues for athletes, officials and staff on event days. As the hotel is close to the To Kwa Wan MTR Station, it will also be attractive to general visitors on non-event days, including those involved in meetings, incentive travels, convention and exhibition events held in nearby commercial developments. It is also complementary in terms of class and size to the existing and planned hotels in the vicinity. The office building next to the hotel will serve both local sports organizations and commercial tenants, preferably sports or events related.

16. Taking into account Members' views at the last meeting, we propose to develop part of the dining cove at the southwestern end of the main stadium (**Annex C**) in conjunction with the Sports Park. According to the OZP, the dining cove is intended for waterfront-related commercial, cultural and leisure uses. The proposed development of part of the dining cove will give the Sports Park a direct connection to the harbourfront. Its one-storey building will predominantly be hosting restaurants and bars, with roof garden forming a terrace-like extension of Sports Park's landscaped deck towards the harbour. The promenade at

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the ground level will comprise a mini-square flanked on the northern and southern sides by luxuriant planting as well as pedestrian walkway and jogging track along the harbourfront. Ample seating and planters will be provided in the roof garden and the harbourfront promenade, which may be augmented by al-fresco movable chairs and tables. The trees to be provided in this area will be strategically selected and placed to permit unimpeded views to the harbour while offering the needed shade and visual interests.

Circulation and access within Sports Park

17. The network of pedestrian connections in the Sports Park comprises sloped passageways, stairs, escalators and elevators which link up facilities on deck and street level (**Annexes D-1 and D-2**). To streamline circulation on event days, there will be segregation of access amongst players, operation staff, media and spectators to major venues (**Annexes E-1, E-2 and E-3**). To balance accessibility and safety considerations, there will also be segregation of public restricted areas and public accessible areas at the under-croft area (i.e. under the landscaped deck) (**Annex F**).

KEY FINDINGS OF URBAN DESIGN STUDY

18. Taking into account Members' views at the last meeting, we commissioned an urban design study earlier this year. The key findings of the study are set out in paragraphs 19-38 below.

Strategic location

19. The urban design study demonstrates that the Sports Park occupies a strategic location in Kowloon East and will have strong connectivity and integration with the surrounding areas. It has various vantage points capitalising views of the harbour and ridgelines afar including the Fei Ngo Shan and the Lion Rock (**Annex G**). Defined by the massing disposition and arrangement of the development surrounding the Sports Park, breezeways will be created, permeating from the harbour through the Sports Park to inland (**Annex G**). The Sports Park will be surrounded by substantial open spaces, which altogether will form a

comprehensive green hub to achieve the “stadium in the park” concept.

Major landmark and identity

20. The mega scale of the Sports Park is part of its attraction. The height and massing of the main stadium will form a major landmark clearly visible from the surrounding key viewpoints. To complement the landmark character of the main stadium, its peripheries will be well integrated with the surroundings with accessible walkways, covered canopies and green spaces which are akin to the streetscape of the future Kai Tak.

21. The overall design of the Sports Park will focus on sports and leisure. Within the Sports Park, the design of signage and wayfinding or circulation routes will reflect this identity and lead visitors to various venues. Universal accessibility and inclusiveness will be another main characteristic of the Sports Park’s overall design.

Connectivity with surrounding areas

22. The Sports Park will be accessible by different modes of transport, ensuring pedestrian connectivity, public transit connectivity, cycling connectivity and road connectivity with the surrounding areas.

Pedestrian Connectivity (Annex H-1)

23. There will be two main vehicle-free pedestrian routes between the future MTR stations and the Sports Park: (a) from Kai Tak MTR Station (about 900 m to the northeast of the main stadium) through the future Station Square; and (b) from To Kwa Wan MTR Station (about 600 m to the northwest of the main stadium) through the new Sung Wong Toi Park.

24. The Sports Park will also be connected to its surrounding areas through a network of pedestrian routes in all directions, including the Grid Neighbourhood and the existing neighbourhood of Kowloon Bay to the east; the Kai Tak City Centre mixed-use developments and the existing San Po Kong

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district to the north; the new Sung Wong Toi Park and the existing neighbourhoods of To Kwa Wan, Ma Tau Kok and Kowloon City to the west; and the waterfront promenade, the future Metro Park and various developments on the former runway to the south. Through vehicle-free routes, the Sports Park is linked to two nearby public transport interchanges, one next to the existing Kowloon City Ferry Pier and a planned one next to the Kai Tak MTR Station.

Public Transit Connectivity **(Annex H-1)**

25. The new Shatin to Central Link, with its Kai Tak MTR Station and To Kwa Wan MTR Station, will ensure high capacity public transit connectivity of the Sports Park during major events. In addition, the Sports Park will be served by franchised buses and mini buses. Two nearby public transport interchanges at the Kowloon City Ferry Pier and the Kai Tak MTR Station will supplement and enhance public transit connectivity to the Sports Park.

Cycling Connectivity **(Annex H-2)**

26. A cycle track network of about 6.6 kilometres (km) in length mainly in the public open spaces was proposed in the Kai Tak Development (KTD) in 2012. To meet public aspirations, the Civil Engineering and Development Department commenced a feasibility study in November 2015 on possible extension of the cycle track network to about 13 km long so that it can be better connected with the scenic spots within the KTD. The implementation programme of the cycle track network in the KTD would be examined in the study which is targeted for completion in early 2017. According to the extended schematic network in KTD, cycle route will be accommodated along the future Station Square from west of Kai Tak River to the immediate north of the Sports Park and along the eastern boundary of the Sports Park and the waterfront promenade to the south in a north-south direction. Ancillary facilities, such as bicycle stands will be provided at appropriate locations along these routes.

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Road Connectivity (Annex H-3)

27. Road connectivity to and around the Sports Park will be well provided by Shing Kai Road running underneath its landscaped deck, Shing Fung Road along its eastern boundary, Central Kowloon Route to the south in the form of a depressed road Kai Tak Tunnel running underneath and a supporting network of local roads.

28. All vehicular movements will take place at street level and mostly at the under-croft area (*defined in paragraph 17*) of the Sports Park. There will be vehicular ingress / egress points on Shing Kai Road near the major sports venues, hotel and office buildings as well as a vehicular ingress and egress point on Shing Fung Road.

29. For supporting facilities, there will be car parking provisions of up to 1 000 for different types of vehicles including private cars, coaches, goods vehicles and operation vehicles distributed in the indoor sports centre building, the hotel and office buildings, and the under-croft area. Dedicated taxi, private car and coach drop-off areas and loading/unloading facilities will also be provided.

Integration with surrounding areas

30. As a major sports infrastructure for the people of Hong Kong, the Sports Park will be well integrated with its surrounding areas. The analysis on its five interface areas (**Annex I-1**) is as follows.

Interface Area 1 : Station Square (Annex I-2)

31. The future Station Square will provide a pleasant space where passengers from the future Kai Tak MTR Station can easily orientate and walk to the Sports Park through an all-weather 350 m covered walkway to the northern entrances of the neighbourhood park, the indoor sports centre building and the central sloped passageway of the landscaped deck. Of sufficient size to cope with surges of pedestrian flow, the walkway will serve as the principal way of arrival and egress for the Sports

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Park. The indoor sports centre building is further connected to the main stadium via a separate set of covered walkways.

Interface Area 2 : Neighbourhood park (Annex I-3)

32. The neighbourhood park will serve as an interface area integrating other venues of the Sports Park with the Grid Neighbourhood to the east. It will be focused on community use and programmed for active and passive sports and recreation activities. Visitors can walk through its eastern entrance and reach the indoor sports centre building at street level, and by escalators and elevators in the building to the landscaped deck and other venues of the Sports Park. Through a sloped passageway and the stairs next to it at its southern part, visitors can also access the landscaped deck without going through the indoor sports centre building. The eating place with alfresco dining and food kiosk in the neighbourhood park will attract footfall and make it an even more vibrant place.

Interface Area 3 : Linkage with Metro Park (Annex I-4)

33. The linkage with the Metro Park will be in the form of a pedestrian deck spanning partly over the future Central Kowloon Route. It will provide physical connection from the main stadium and event village through stepped terraces down to the open area of the future Metro Park. From there, visitors can walk through the park to other destinations on the former runway.

Interface Area 4 : Harbourfront (Annex I-5)

34. This area refers to the part of the dining cove that will be included into the Sports Park site. Through escalators at the centre, stairs at the northern and southern ends and a passenger lift next to the food and beverage building, visitors can travel from the landscaped deck to harbourfront promenade and further to other destinations along the former runway. A harbourfront pedestrian route has also been designated in the OZP to run from the dining cove to the Kowloon City Ferry Pier. When implemented¹, it will help integrate the Sports Park with existing

¹The route involves a section of private lots. Hence its implementation is dependent on surrender of private lot and development of the Comprehensive Development Area site.

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neighbourhoods around the Ferry Pier even better. Future access via ferries will be improved.

Interface Area 5 : Sung Wong Toi Park (Annex I-6)

35. The new Sung Wong Toi Park will provide a quality green open space as well as a pedestrian route linking the north-western entrance of the Sports Park with the future To Kwa Wan MTR Station. As part of the recommendations of the Urban Renewal Plan for Kowloon City formulated by the Kowloon City District Urban Renewal Forum in January 2014, pedestrian crossing facilities will be set up across Sung Wong Toi Road between To Kwa Wan Road and entrance to the Kai Tak Tunnel. These pedestrian crossing facilities will strengthen the connection of the existing Ma Tau Kok neighbourhood with the Sports Park via the new Sung Wong Toi Park. In addition, the construction of the To Kwa Wan MTR Station and the Ma Tau Wai MTR Station further south will result in a significant urban regeneration, thus providing an opportunity to enhance integration of the surrounding neighbourhoods with the Sports Park.

Year-round vibrancy

36. As a result of the multi-functionality of the Sports Park and its strong connectivity and integration with surrounding areas, the Sports Park will be a vibrant hub for sports and recreation year round. The indoor sports centre, the public sports ground, the neighbourhood park and the landscaped open space are expected to be heavily used by the community on a daily basis. Statistics of public indoor sports centres and public sports grounds in the nearby districts show high utilization rate and we expect a similar pattern for the facilities in the Sports Park. For the main stadium, market information we collected thus far indicates that there would be around 20 to 30 event days each year. On average 2.5 days are required for each event day for setting up and wrapping up.

37. The Sports Park will also accommodate non-sports events and activities, either in its major venues or open spaces. The main stadium and the indoor sports centre may host events such as concerts, exhibitions, parades, religious events, etc. During both sports and non-sports events, the event village and

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the main plaza provide ample space for activation, e.g. merchandise stalls, sponsor programmes, hospitality marquees, etc. The entire Sports Park will be a lively node of activities attracting even non-ticket holders with its vibrancy.

38. In addition, the Sports Park includes a reasonable amount of commercial elements to attract visitors year round. There will be around 60 000 m² gross floor area retail space, a 40-lane bowling centre and a 2 500 m² gross floor area sports health and wellness centre. Food and beverage outlets will be available in the indoor sports centre building, on the periphery of the main stadium, in the hotel building, at the dining cove, and also in the neighbourhood park in the form of food kiosk and eating place with alfresco dining. The 300-room hotel and 16 000 m² gross floor area office building will bring regular footfall to the Sports Park and further enhance its vibrancy. The commercial elements of the Sports Park will synergise with those in the surrounding areas to help attract visitors of all kinds around the year.

HARBOUR PLANNING PRINCIPLES

39. Compliance of the Sports Park with the Harbour Planning Principles and the Harbour Planning Guidelines is reaffirmed with details (**Annex J**), as reported at the Task Force meeting of November 2015. The latest updates are as follows -

(a) Principle 2: Stakeholder Engagement

- We presented the latest progress of the project to the Kowloon City and Wong Tai Sin District Councils (DC) between April and May 2016, and both DCs supported the project. We also circulated an information paper to the Kwun Tong DC, which has no adverse comment on the project.
- We carried out a public engagement exercise between May and July 2016, including the launch of a new project website (www.KaiTakSportsPark.hk), exhibitions at 28 locations across the territory, exchange sessions

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with secondary students, and a questionnaire survey. Amongst 6 500 returns to the questionnaire survey, a great majority (90%) of the respondents “wish” or “strongly wish” to see the early implementation of the project and a majority (more than 70%) of the respondents indicated strong interest in using the facilities of the Sports Park when it is completed.

- We continue to consult the dedicated task force on the project set up by the Sports Commission on a regular basis.

(b) Principle 3: Sustainable Development

- The environmental impact assessment (EIA) on the project has been completed in accordance with the Environmental Impact Assessment Ordinance (Cap. 499). The EIA confirms that with the implementation of recommended mitigation measures, the project will not cause unacceptable impact to the environment.
- The project will include a luxuriant greenery provision achieving an overall greening ratio of 30% and a range of ~~its~~ green measures against climate change and heat island effect.

(c) Principle 4: Integrated Planning

- The urban design study demonstrates that the Sports Park will be a major landmark with strong connectivity and integration with its surrounding areas.

ADVICE SOUGHT

40. Members are invited to note and comment on the design development of the Sports Park and the findings of the urban design study.

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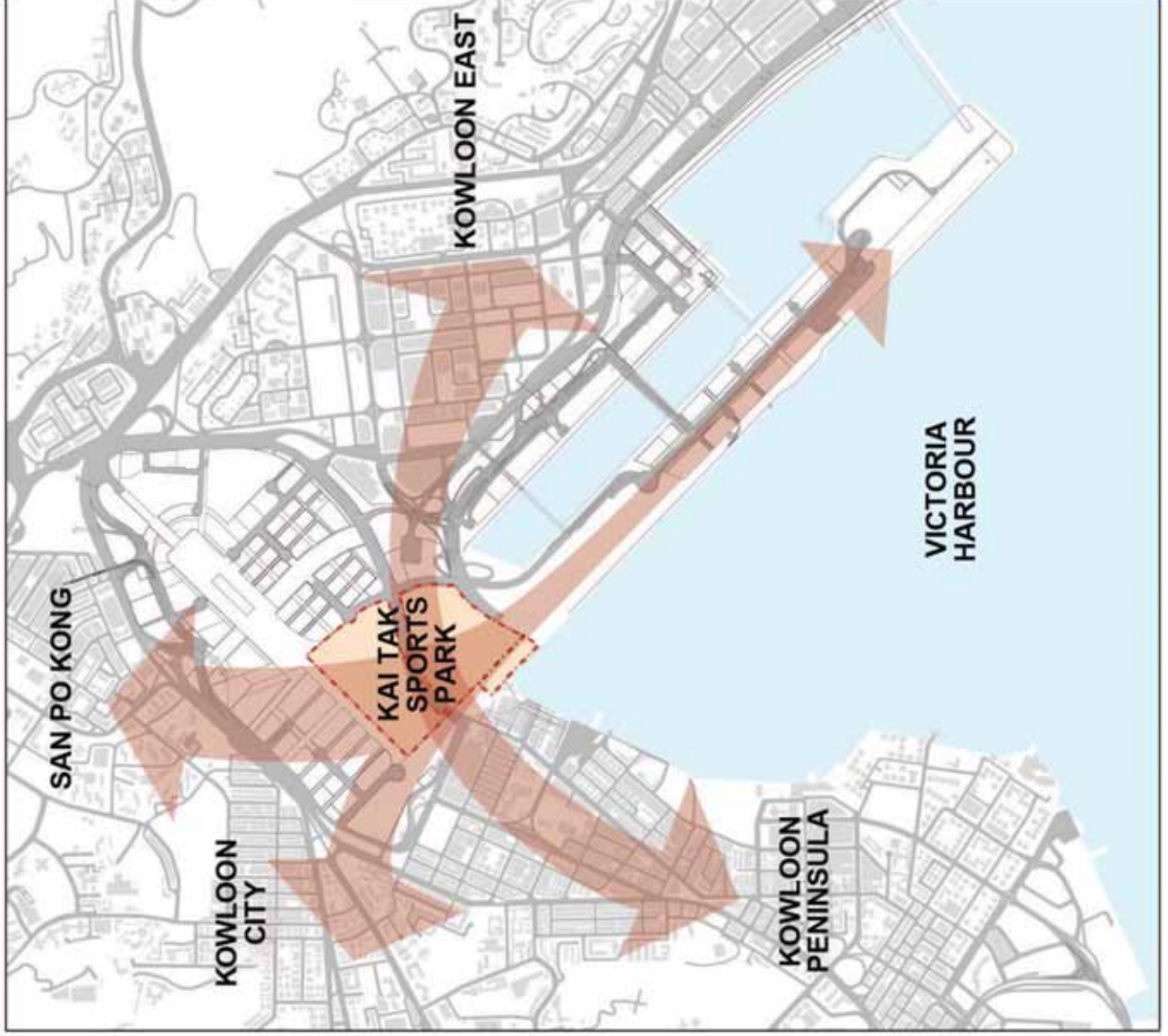
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ATTACHMENTS

Annex A	Kai Tak Sports Park – Location Plan
Annex B	Items to be included in Planning Application
Annex C	Kai Tak Sports Park – Concept Master Plan
Annexes D-1 & D-2	Vertical Pedestrian Connectivity within Kai Tak Sports Park Site from Landscaped Deck Level to Street Level
Annex E-1	Segregation of Access amongst Players, Operation Staff, Media, and Spectators to Major Venues of Kai Tak Sports Park
Annex E-2	Segregation of Access amongst Players, Operation Staff, Media, and Spectators to Major Venues of Kai Tak Sports Park – Street Level
Annex E-3	Segregation of Access amongst Players, Operation Staff, Media, and Spectators to Major Venues of Kai Tak Sports Park – Landscaped Deck Level
Annex F	Segregation of Public Restricted Areas and Public Accessible Areas at the Under-croft
Annex G	Visual Connectivity and Breezeways
Annex H-1	Pedestrian and Public Transit Connectivity
Annex H-2	Cycling Connectivity
Annex H-3	Road Connectivity
Annex I-1	Integration with Surrounding Areas
Annex I-2	Interface Area 1: Station Square
Annex I-3	Interface Area 2: Neighbourhood Park
Annex I-4	Interface Area 3: Linkage with Metro Park
Annex I-5	Interface Area 4: Harbourfront
Annex I-6	Interface Area 5: Sung Wong Toi Park
Annex J	Harbour Planning Principles

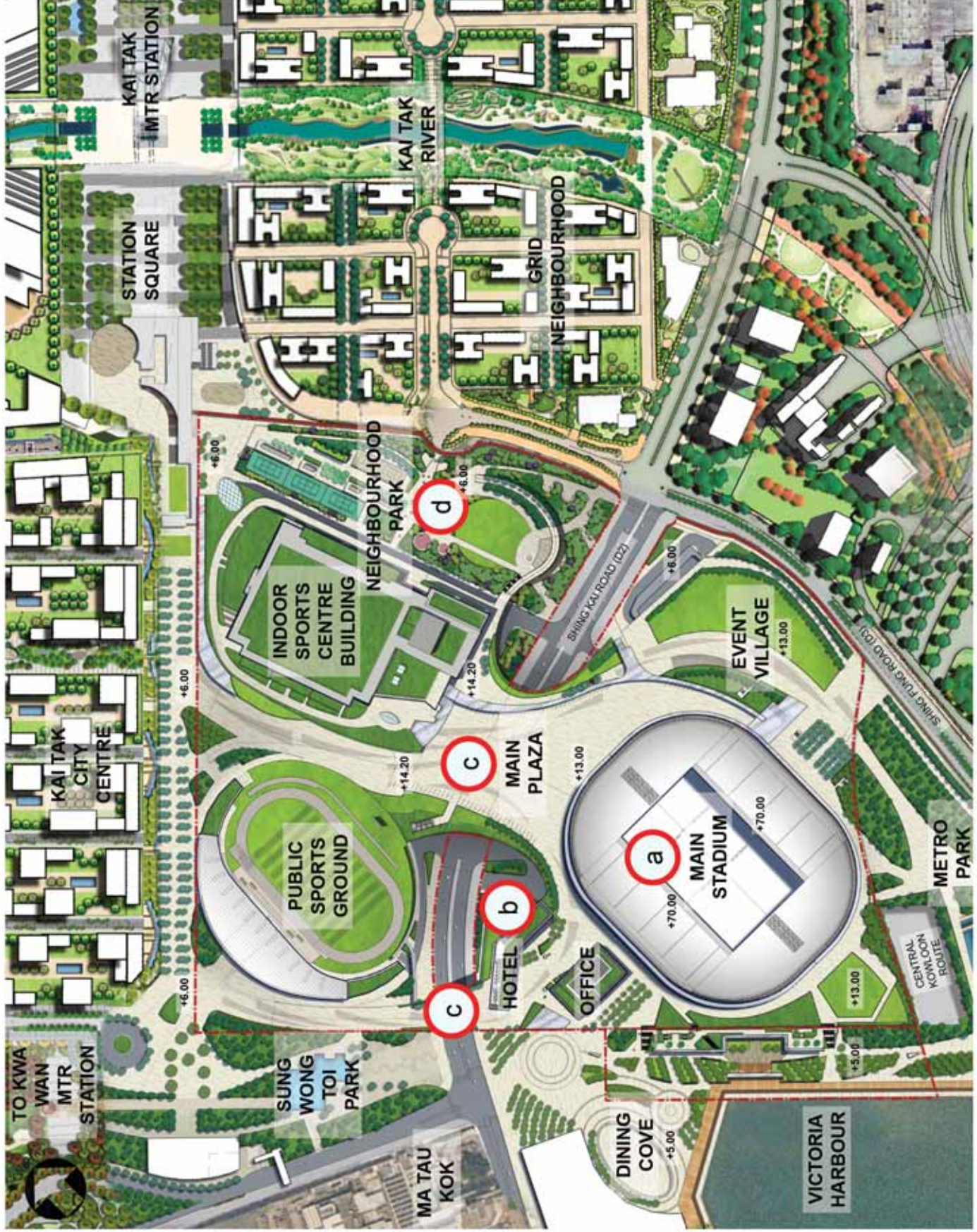
Home Affairs Bureau
September 2016

Kai Tak Sports Park
Location Plan



ANNEX B

- a** RELAXATION OF HEIGHT LIMIT FOR MAIN STADIUM FROM +55 mPD TO +70 mPD
- b** INCLUSION OF HOTEL DEVELOPMENT
- c** REVISED DISPOSITION OF DECK CONNECTION OVER FUTURE SHING KAI ROAD
- d** INCLUSION OF AN EATING PLACE



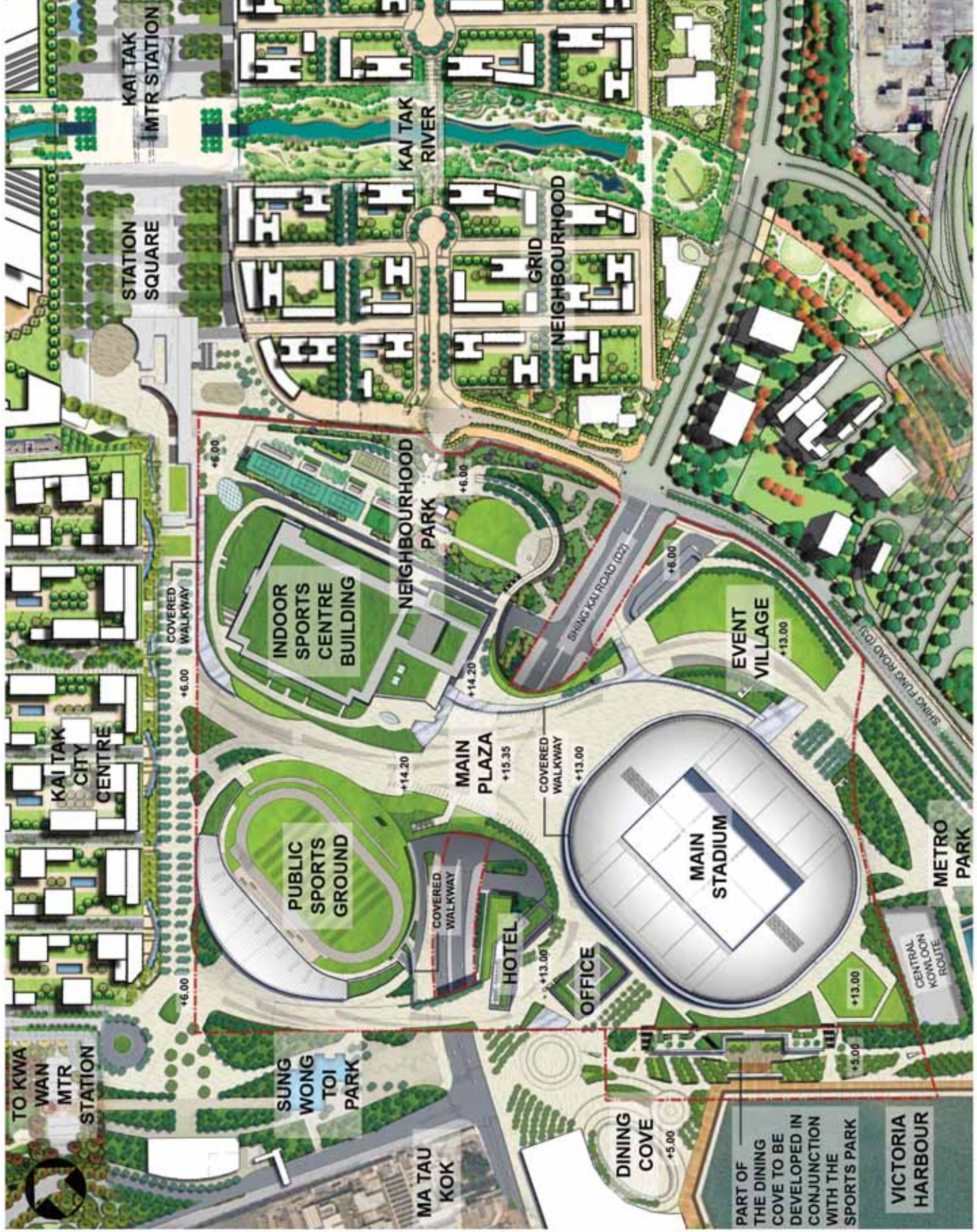
ITEMS TO BE INCLUDED IN PLANNING APPLICATION

ANNEX C

SITE BOUNDARY

PLANTING AREA

LAWN AREA



KAI TAK SPORTS PARK - CONCEPT MASTER PLAN

PART OF THE DINING COVE TO BE DEVELOPED IN CONJUNCTION WITH THE SPORTS PARK

VICTORIA HARBOUR

VERTICAL PEDESTRIAN CONNECTIVITY WITHIN KAI TAK SPORTS PARK SITE FROM LANDSCAPED DECK LEVEL TO STREET LEVEL

Venue and facility	Type of vertical pedestrian connection within Kai Tak Sports Park site	Location reference on plan in Annex D-2	From where to where
Landscaped deck	<ul style="list-style-type: none"> ◆ The two pedestrian passageways of the landscaped deck in the form of sloped passageways. ◆ Stairs and escalators between the main plaza of the landscaped deck and the public sports ground. ◆ Stairs and escalators at midway of the covered walkway along the eastern edge of the major passageway of the landscaped deck. 	<p align="center">1</p> <p align="center">2</p> <p align="center">3</p>	<ul style="list-style-type: none"> ◆ From the landscaped deck to the northern entrances of the Sports Park fronting the future Station Square at street level. ◆ From the main plaza at landscaped deck level to the under-croft area of the landscaped deck and further to the public sports ground at street level. ◆ From the covered walkway at landscaped deck level to the entrance of the Sports Park at the future Shing Kai Road and the taxi / private car drop-off areas at street level.

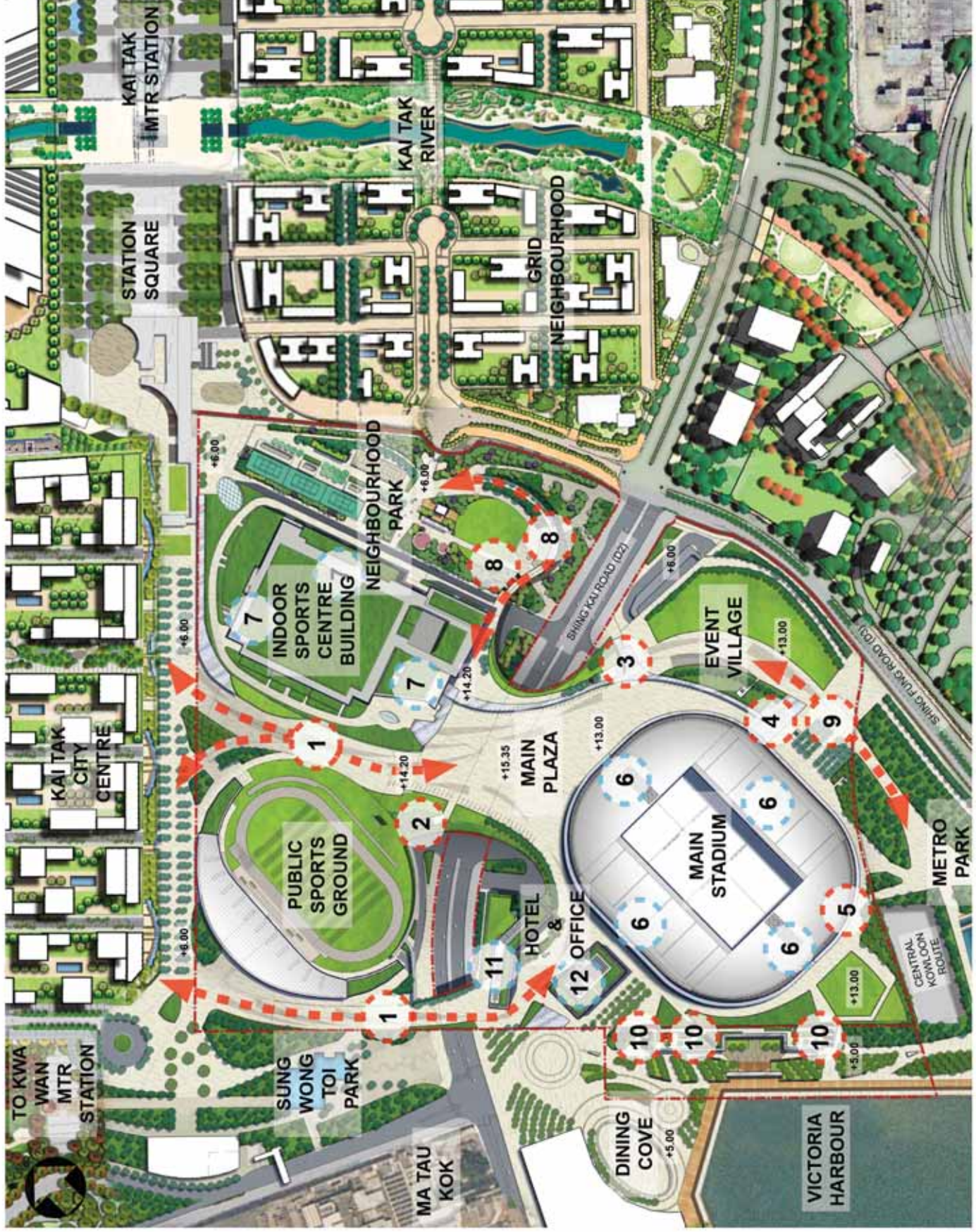
Venue and facility	Type of vertical pedestrian connection within Kai Tak Sports Park site	Location reference on plan in Annex D-2	From where to where
	<ul style="list-style-type: none"> ◆ Stairs and escalators at the southern end (next to the eastern entrance of the main stadium) of the covered walkway along the eastern edge of the major passageway of the landscaped deck. 	4	<ul style="list-style-type: none"> ◆ From the covered walkway at landscaped deck level to the under-croft area of the event village and the coach drop-off areas at street level.
	<ul style="list-style-type: none"> ◆ Stairs next to the southeast corner of the main stadium. 	5	<ul style="list-style-type: none"> ◆ From the landscaped deck along the south eastern boundary of the Sports Park through the deck over the future Central Kowloon Route to the Metro Park and the harbourfront promenade at street level.
Main stadium	<ul style="list-style-type: none"> ◆ Passenger lifts and escalators within the stadium. 	6	<ul style="list-style-type: none"> ◆ From the four main entrances of the main stadium at landscaped deck level to different levels at spectator stands and the under-croft area of the main stadium at street level.

Venue and facility	Type of vertical pedestrian connection within Kai Tak Sports Park site	Location reference on plan in Annex D-2	From where to where
Indoor sports centre building	<ul style="list-style-type: none"> ◆ Passenger lifts and escalators within the building. 	7	<ul style="list-style-type: none"> ◆ From the southern entrance of the indoor sports centre building at landscaped deck level to the northern entrance (fronting the future Station Square), the eastern entrance (fronting the neighbourhood park) and the under-croft area of the indoor sports centre building at street level.
Neighbourhood park	<ul style="list-style-type: none"> ◆ A sloped walkway with stairs next to it at the southern part of the neighbourhood park. 	8	<ul style="list-style-type: none"> ◆ From the southern entrance of the indoor sports centre building at landscaped deck level to the neighbourhood park at street level.
Event village	<ul style="list-style-type: none"> ◆ A sloped walkway at the southern end of the event village. 	9	<ul style="list-style-type: none"> ◆ From the southern end of the event village and the adjacent covered walkway at landscaped deck level through the deck over the future Central Kowloon Route to the Metro Park and the harbourfront promenade at street level.

Venue and facility	Type of vertical pedestrian connection within Kai Tak Sports Park site	Location reference on plan in Annex D-2	From where to where
Dining Cove	<ul style="list-style-type: none"> ◆ Escalators at the centre and stairs at the two ends of the food and beverage building and passenger lift next to the building 	10	<ul style="list-style-type: none"> ◆ From the entrances of the main stadium and the hotel and office buildings at landscaped deck level to the landscaped roof of the food and beverage building and to the harbourfront promenade at street level.
Hotel building	<ul style="list-style-type: none"> ◆ Passenger lifts and escalators within the building. 	11	<ul style="list-style-type: none"> ◆ From the entrance of the hotel building at landscaped deck level to the under-croft area of the hotel building at street level.
Office building	<ul style="list-style-type: none"> ◆ Passenger lifts within the building. 	12	<ul style="list-style-type: none"> ◆ From the entrance of the office building at landscaped deck level to the under-croft area of the office building at street level.

ANNEX D-2

-  INTERNAL VERTICAL CONNECTION (LIFT OR ESCALATOR OR STAIRS)
-  EXTERNAL VERTICAL CONNECTION (LIFT OR ESCALATOR OR STAIRS)
-  EXTERNAL VERTICAL CONNECTION (SLOPED PASSAGEWAY)



VERTICAL PEDESTRIAN CONNECTIVITY WITHIN THE SPORTS PARK SITE FROM LANDSCAPED DECK LEVEL TO STREET LEVEL

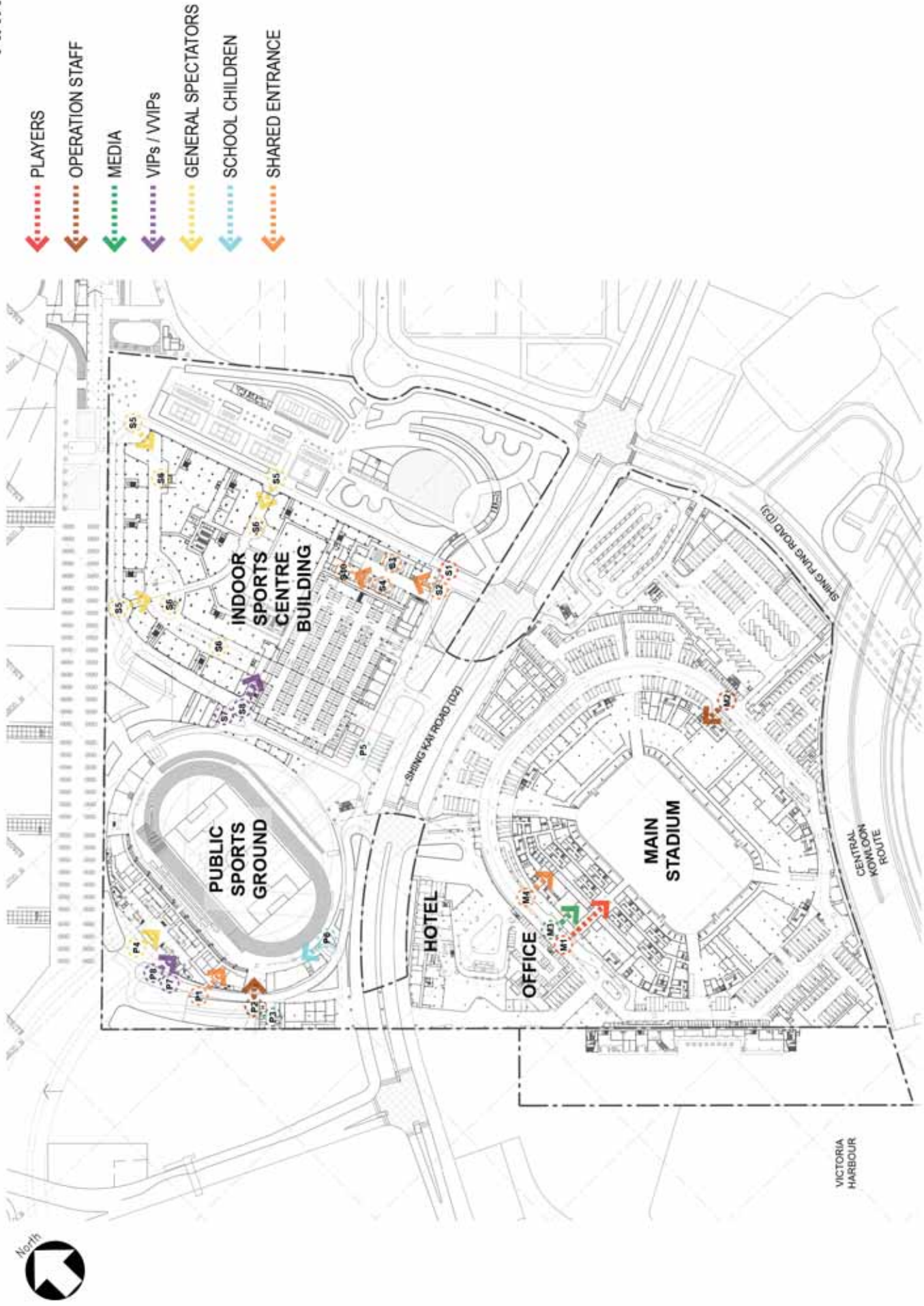
SEGREGATION OF ACCESS AMONGST PLAYERS, OPERATION STAFF, MEDIA, AND SPECTATORS TO MAJOR VENUES OF KAI TAK SPORTS PARK

Access (location reference on plans in Annexes E-2 and E-3)				
Major venue	Players	Operation staff	Media	Spectators
Main stadium	<ul style="list-style-type: none"> • A dedicated entry at street level (M1) • Shared use of an entry with operation staff / media at landscaped deck level (M5) 	<ul style="list-style-type: none"> • Vehicular drop-off and pedestrian entries at street level (M2) • Shared use of an entry with players / media at landscaped deck level (M5) • A dedicated entry at landscaped deck level (M6) 	<ul style="list-style-type: none"> • A vehicular drop-off and entry at street level (M3) • Shared use of an entry with players / operation staff at landscaped deck level (M5) 	<p><u>General spectators</u></p> <ul style="list-style-type: none"> • 4 main pedestrian entrances at landscaped deck level (M7) <p><u>VIPs / VVIPs</u></p> <ul style="list-style-type: none"> • A shared use of vehicular drop-off and entry with Suites / Open Corporate Reserve at street level (M4) • Shared use of pedestrian entries with Suites / Open Corporate Reserve at landscaped deck level (M8) <p><u>Suites / Open Corporate Reserves</u></p> <ul style="list-style-type: none"> • A shared use of vehicular drop-off and entry with VIP at street level (M4) • Shared use of pedestrian entries with VIPs at landscaped deck level (M8)

Access (location reference on plans in Annexes E-2 and E-3)				
Major venue	Players	Operation staff	Media	Spectators
Public sports ground	<ul style="list-style-type: none"> Shared use of an entry with operation staff / media at street level (P1) 	<ul style="list-style-type: none"> An entry via Back of House corridor at street level (P2) Shared use of an entry with players / media at street level (P1) Shared use of the main entrance entry with general spectators at street level (P4) 	<ul style="list-style-type: none"> Dedicated vehicular parking at street level (P3) Shared use of an entry with players / operation staff at street level (P1) 	<p><u>General spectators</u></p> <ul style="list-style-type: none"> The main entrance at street level (P4) <p><u>School children</u></p> <ul style="list-style-type: none"> A vehicular drop-off for school buses at the under-croft of the landscaped deck (P5) <ul style="list-style-type: none"> A dedicated pedestrian entry at street level (P6) <p><u>VIPs</u></p> <ul style="list-style-type: none"> A vehicular drop-off at street level (P7) A dedicated pedestrian entry at street level (P8)
Indoor sports centre	<ul style="list-style-type: none"> A designated vehicular drop-off at street 	<ul style="list-style-type: none"> A designated vehicular drop-off at street level (S3) 	<ul style="list-style-type: none"> Shared use of the designated vehicular drop-off 	<p><u>General spectators</u></p> <ul style="list-style-type: none"> Southern pedestrian entrance at landscaped deck

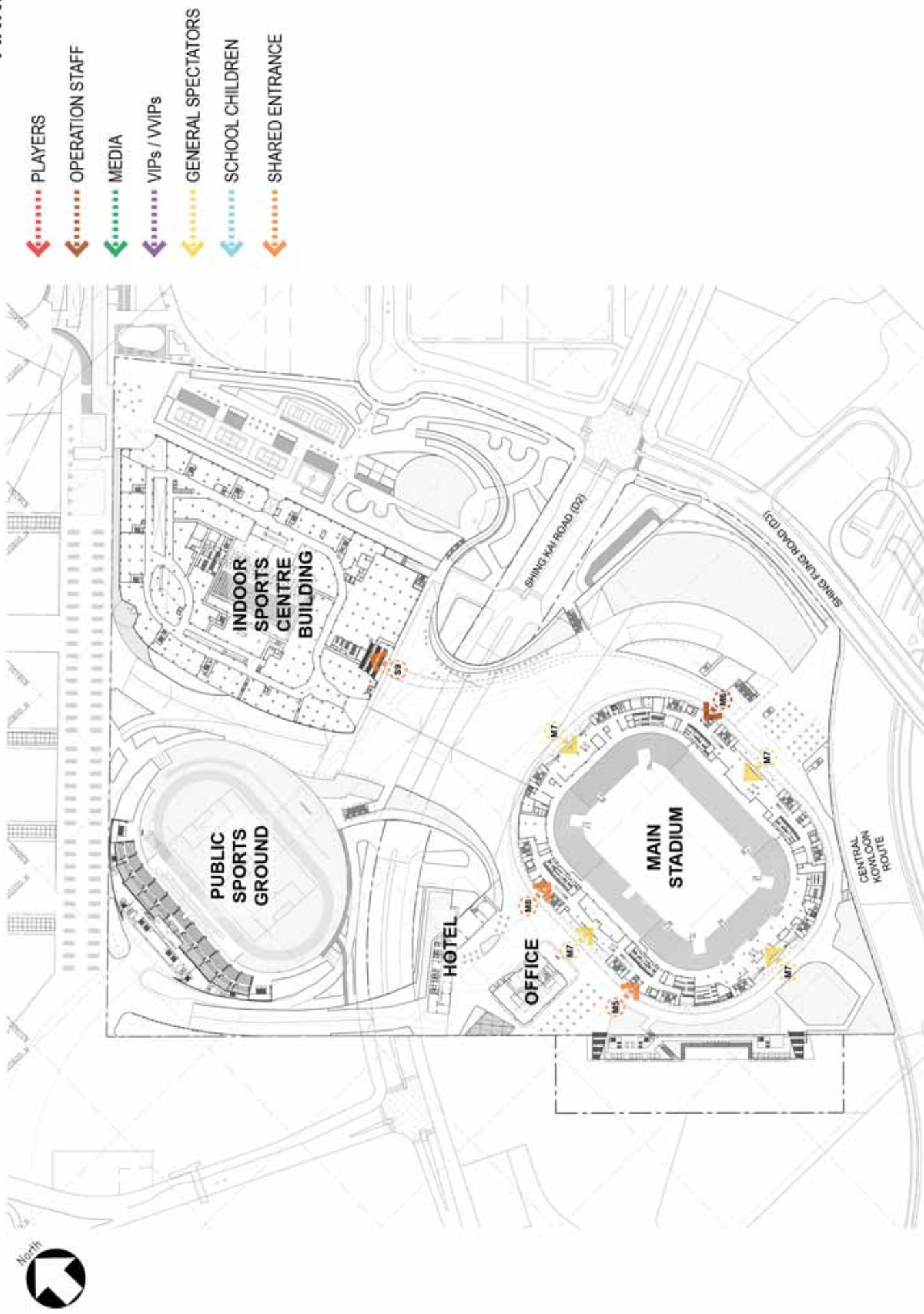
Access (location reference on plans in Annexes E-2 and E-3)				
Major venue	Players	Operation staff	Media	Spectators
building	<p>level (S1),</p> <ul style="list-style-type: none"> Shared use of designated passenger lifts within the building with media (S2) 	<ul style="list-style-type: none"> Shared use of designated passenger lifts within the building with media (S4) 	<p>with players / operation staff at street level (S1) & (S3)</p> <ul style="list-style-type: none"> Shared use of the designated passenger lifts within the building with players (S2) / operation staff (S4) Shared use of an entry with general spectators at landscaped deck level (S9) Service lifts within the building for delivering equipment (S10) 	<p>level (S9)</p> <ul style="list-style-type: none"> Northern and eastern pedestrian entrances at street level (S5) Passenger lifts and escalators within the building (S6) <u>VIPs / VVIPs</u> A designated vehicular drop-off at street level (S7) Designated passenger lifts within the building (S8)

ANNEX E-2



SEGREGATION OF ACCESS AMONGST PLAYERS, OPERATION STAFF, MEDIA, AND SPECTATORS TO MAJOR VENUES OF KAI TAK SPORTS PARK - STREET LEVEL

ANNEX E-3



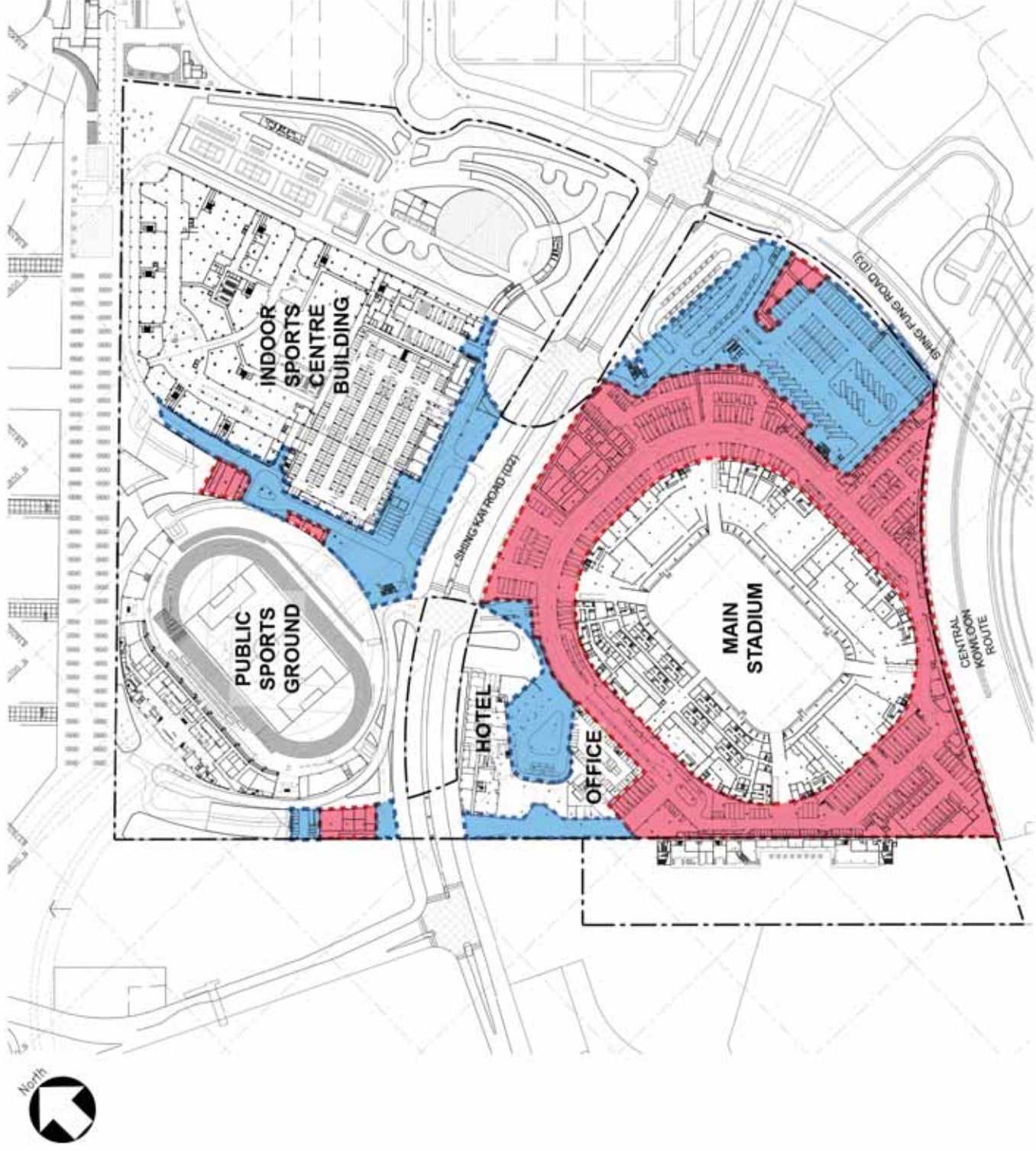
SEGREGATION OF ACCESS AMONGST PLAYERS, OPERATION STAFF, MEDIA, AND SPECTATORS TO MAJOR VENUES OF KAI TAK SPORTS PARK - LANDSCAPED DECK LEVEL

ANNEX F

**PUBLIC RESTRICTED AREA
AT THE UNDER-CROFT
(PLANT ROOMS, BACK-OF-
HOUSE AREAS EXCEPT
THOSE OPEN FOR NIGHT-
TIME CROWD DISPERSAL
AND PERMITTED GUEST
ENTRIES WHEN NEEDED)**

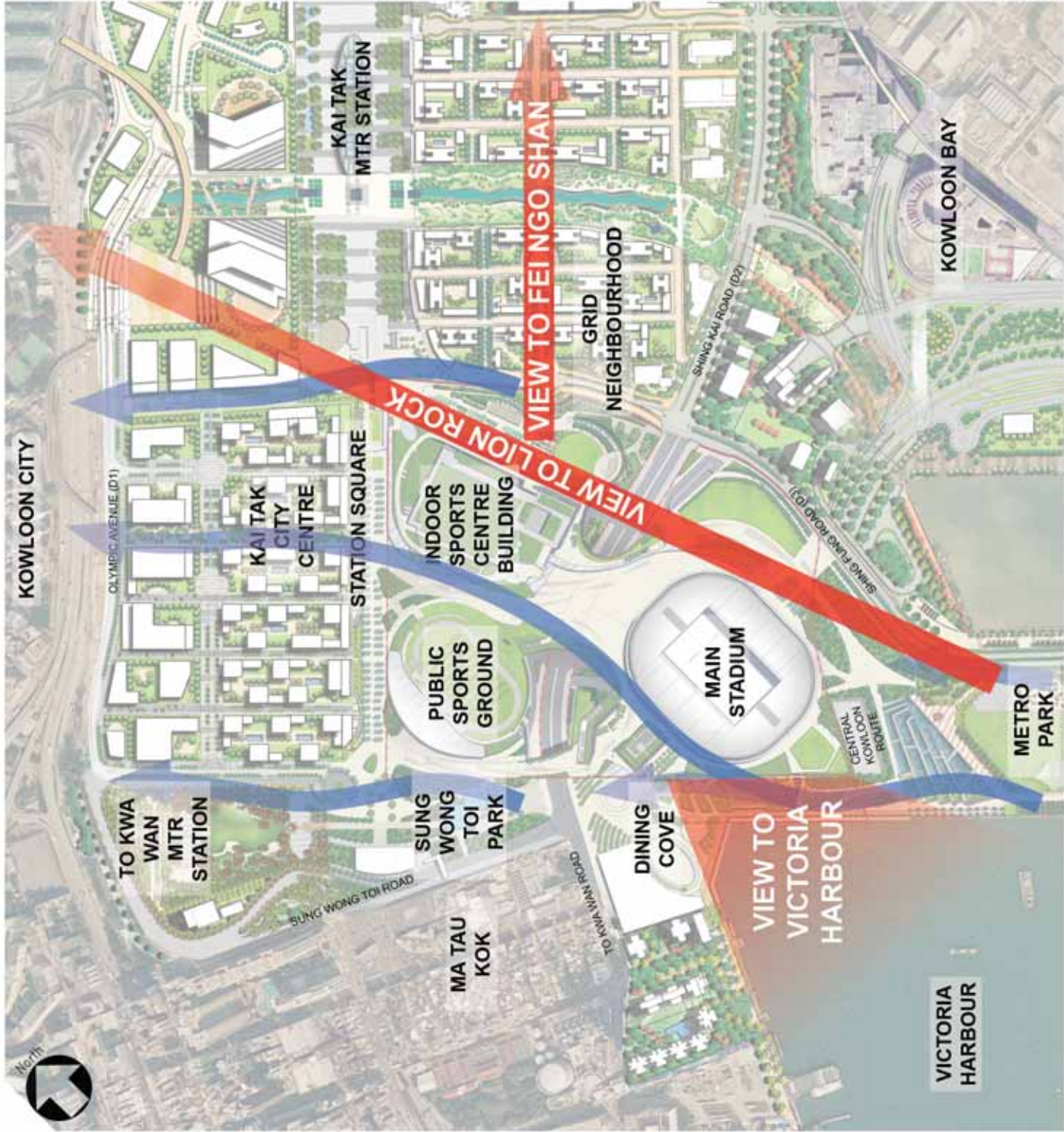


**PUBLIC ACCESSIBLE AREA
AT THE UNDER-CROFT
(TAXI / PRIVATE CAR /
COACH DROP-OFF & PICK
UP, VIP PARKING, COACH
PARKING)**



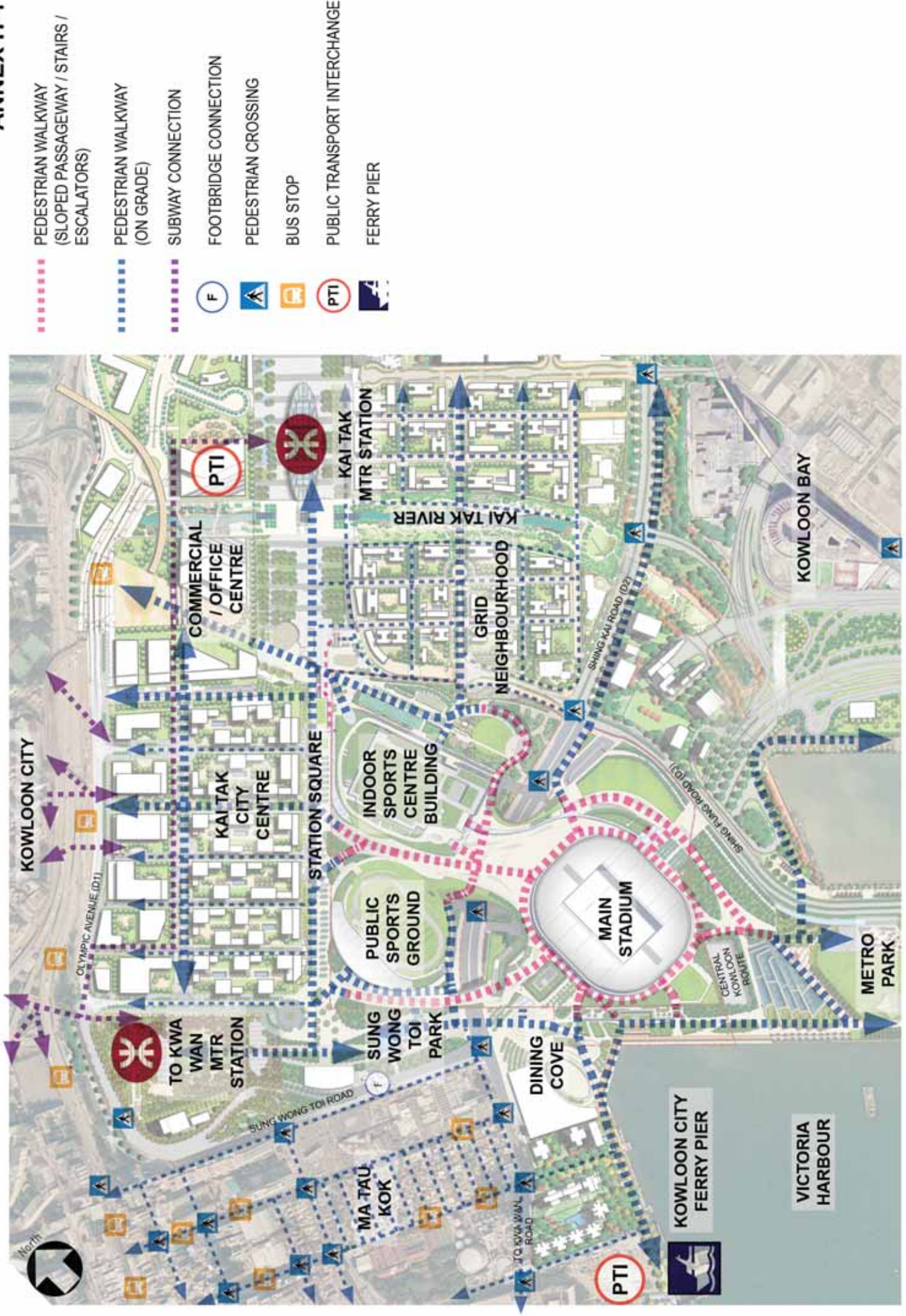
SEGREGATION OF PUBLIC RESTRICTED AREAS AND PUBLIC ACCESSIBLE AREAS
AT THE UNDER-CROFT

ANNEX G



VISUAL CONNECTIVITY AND BREEZEWAYS

ANNEX H-1



PEDESTRIAN AND PUBLIC TRANSIT CONNECTIVITY

ANNEX H-2



CYCLE TRACK
WITHIN KAI TAK SPORTS PARK

CYCLE TRACK
OUTSIDE KAI TAK SPORTS PARK
(TENTATIVE ALIGNMENT PENDING
REVIEW UNDER CONSULTANCY
AGREEMENT CE 52/2015 (CE) -
CYCLE TRACK NETWORK IN KAI TAK
DEVELOPMENT - FEASIBILITY STUDY)

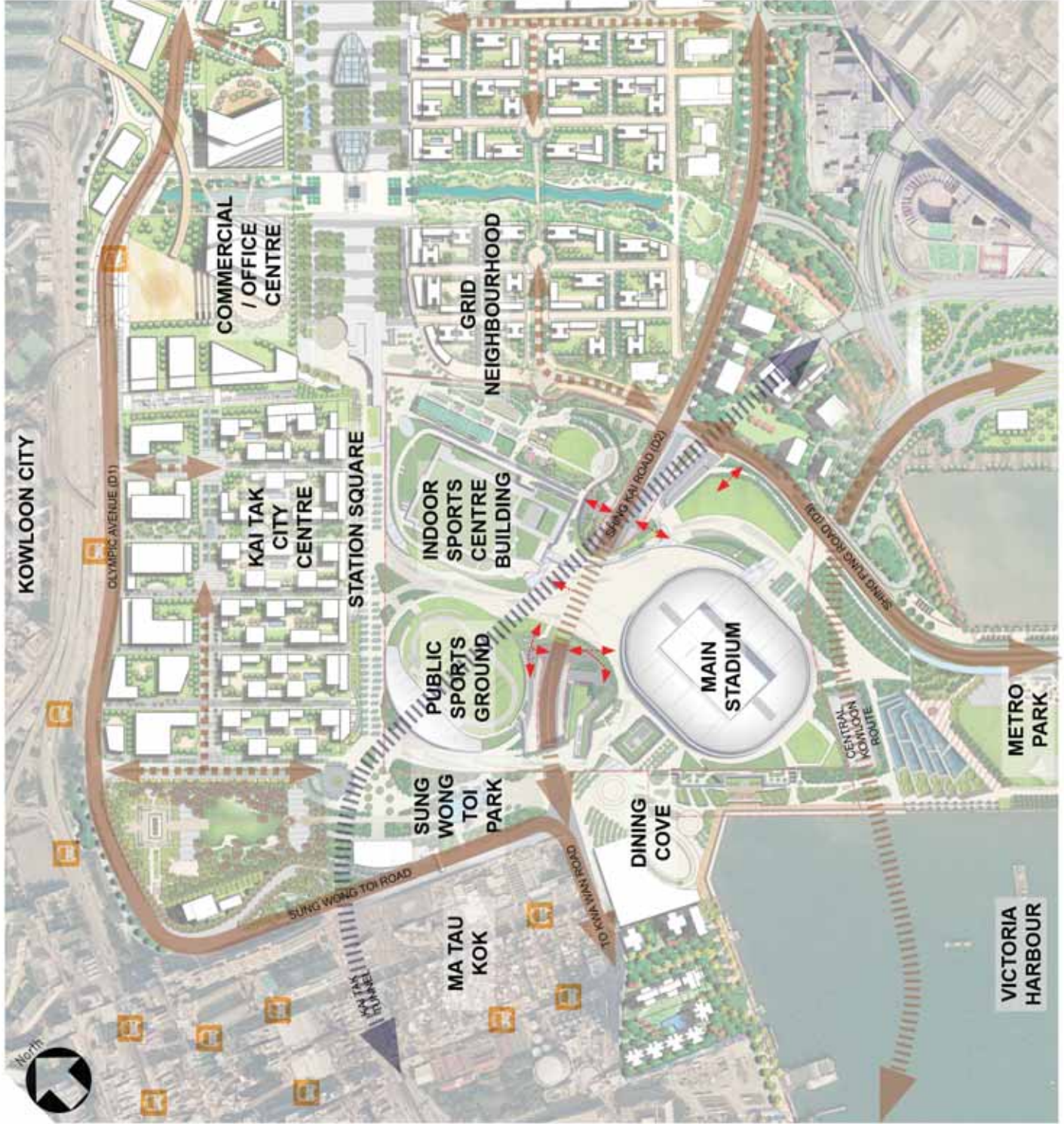
PTI

PUBLIC TRANSPORT INTERCHANGE

CYCLING CONNECTIVITY

ANNEX H-3

- MAJOR ROADS
- MAJOR ROADS (DEPRESSED ROAD / UNDER-CROFT)
- LOCAL ROADS
- VEHICULAR ACCESS AT KAI TAK SPORTS PARK AT STREET LEVEL
- KAI TAK TUNNEL
- BUS STOP
- PUBLIC TRANSPORT INTERCHANGE



ROAD CONNECTIVITY

ANNEX I-1

INTERFACE AREA 1:
STATION SQUARE

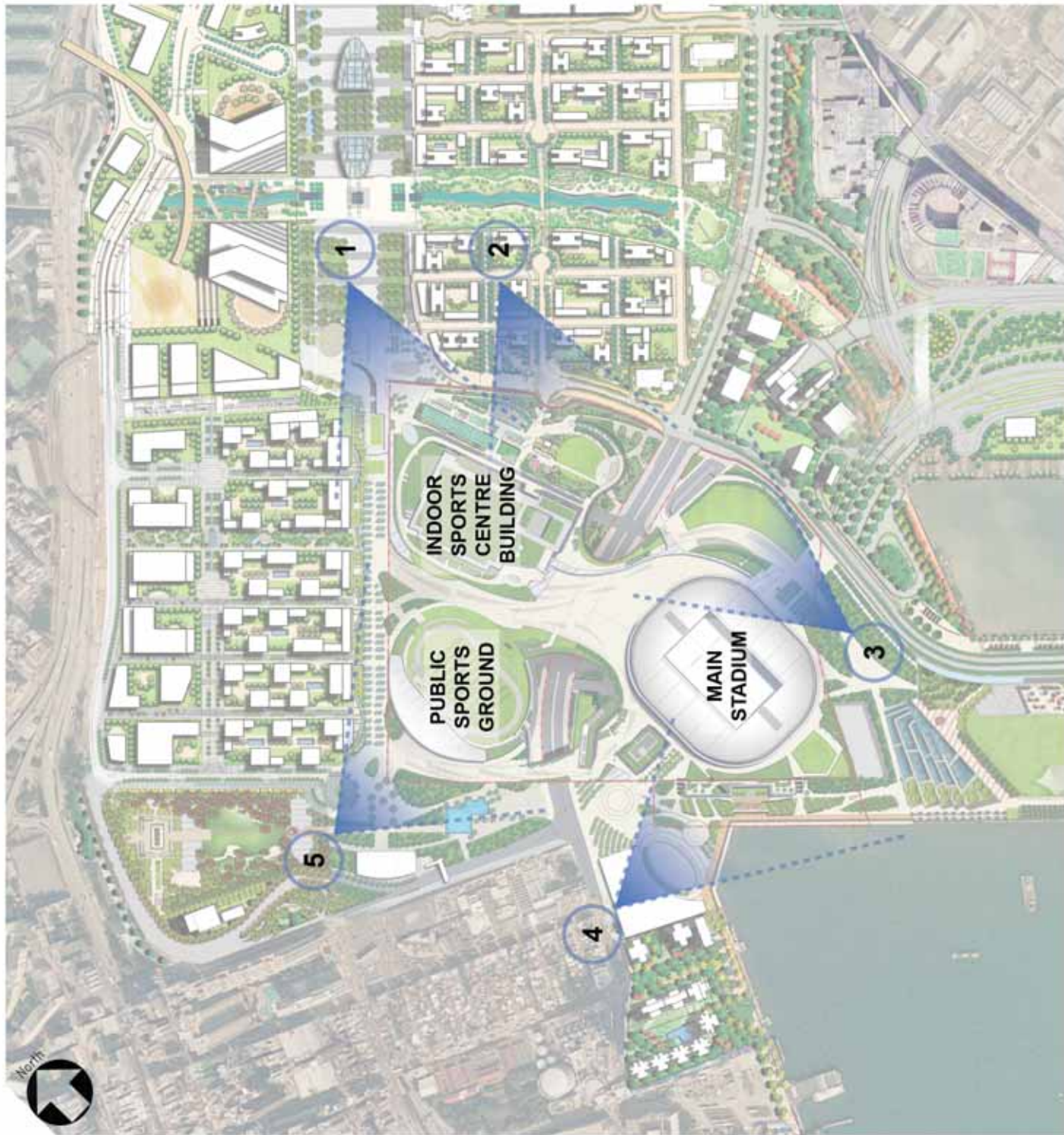
INTERFACE AREA 2:
NEIGHBOURHOOD PARK

INTERFACE AREA 3:
LINKAGE WITH METRO PARK

INTERFACE AREA 4:
HARBOURFRONT

INTERFACE AREA 5:
SUNG WONG TOI PARK

- 1
- 2
- 3
- 4
- 5



INTEGRATION WITH SURROUNDING AREAS

ANNEX I-2



INTERFACE AREA 1: STATION SQUARE

ANNEX I-3



INTERFACE AREA 2: NEIGHBOURHOOD PARK



INTERFACE AREA 3: LINKAGE WITH METRO PARK



INTERFACE AREA 4: HARBOURFRONT

ANNEX I-6



INTERFACE AREA 5: SUNG WONG TOI PARK

HARBOUR PLANNING PRINCIPLES

The paragraphs below provide details reported at the Task Force meeting of 18 November 2015 to demonstrate that the Kai Tak Sports Park (the Sports Park) will be in line with the Harbour Planning Principles and the Harbour Planning Guidelines.

Principle 1: Preserving Victoria Harbour

2. The Sports Park does not involve reclamation within the harbour. The proposed maximum building height of +70 mPD for the main stadium will be lower than the heights of the residential sites in the vicinity. The building height of the proposed hotel will not exceed the current restriction in the Kai Tak Outline Zoning Plan (i.e. +55 mPD). The Sports Park will not be incompatible in the context of the current and planned developments in Kai Tak.

Principle 2: Stakeholder Engagement

3. We consulted the Kowloon City, Kwun Tong and Wong Tai Sin District Councils on the scope and planning of the Sports Park in December 2013 and January 2014. They expressed support for the project and have requested its early implementation. We briefed this Task Force in January 2014. We regularly consult the Sports Commission and its Multi-purpose Sports Complex Task Force on progress of the project. Our operations consultant appointed in late July 2015 has been engaging the sports sector and other potential users of facilities at the Sports Park since September 2015. We briefed the Home Affairs Panel of the Legislative Council (LegCo) in early 2014 and again in February 2015 on the progress of the project. The project had also been thoroughly discussed in the Public Works Sub-committee and the Finance Committee of LegCo in the course of seeking funding approval for the pre-construction works of the Sports Park project.

Principle 3: Sustainable Development

4. The Sports Park will provide world-class event venues and new sports facilities for Hong Kong. By offering new community sports facilities, it will enhance the health, well-being and quality of life of Hong Kong people, contributing significantly to the sports development in Hong Kong, and benefiting present and future generations.

Principle 4: Integrated Planning

5. The Sports Park will be surrounded by major open spaces including Station Square, Metro Park and Sung Wong Toi Park. We have been working with other government departments and agencies to ensure connectivity and compatibility between the Sports Park and its surrounding areas, including the open space projects, the future MTRC Sha Tin to Central Link, the Central Kowloon Route, Shing Kai Road, Shing Fung Road, and the Kai Tak cycle track network.

Principle 5: Proactive Harbour Enhancement

6. The main stadium of the Sports Park will be a significant new landmark at Kai Tak and will add visual interest to the Harbour. The urban design concepts of stepped height profile rising from the waterfront to inland areas and undulating height profile along the ex-runway have been maintained. Careful consideration has been given to building height compatibility in the harbour-front areas.

Principle 6: Vibrant Harbour

7. The Sports Park will be a significant centre for sports and other major events, offering hospitality, leisure, entertainment, retail, and food and beverage, which will contribute to the creation of an attractive and vibrant destination on the harbour-front alongside other developments in Kai Tak.

Principle 7: Accessible Harbour

8. The Sports Park will be a gateway from inland to key harbour-front features such as the Dining Cove and Metro Park, which leads to the high-end hotel developments and the Cruise Terminal. The proposed configuration of the landscaped deck will improve connectivity within the site, which in turn will improve access from inland to the harbour-front.

Principle 8: Public Enjoyment

9. The Sports Park will give the public more options for enjoying the harbour-front. The landscaped deck will be an elevated vantage providing views over the Harbour towards the skylines of Hong Kong and Kowloon. The Sports Park will be compatible with the harbour-front developments and will not require additional land on the harbour-front.