

# Task Force on Kai Tak Harbourfront Development

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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.

# **Task Force on Kai Tak Harbourfront Development**

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TFKT/19/2017

## **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.

# Task Force on Kai Tak Harbourfront Development

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TFKT/19/2017

## 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 m<sup>2</sup> 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 m<sup>2</sup> 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 m<sup>2</sup> for excavated materials for a period of about 4 years, tentatively from late 2018 to late 2022<sup>1</sup>; and
- (c) a temporary turf nursesey area (Site C) with an area of about 20 000 m<sup>2</sup> 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 2023<sup>1</sup>.

### 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

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

# Task Force on Kai Tak Harbourfront Development

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TFKT/19/2017

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

# Task Force on Kai Tak Harbourfront Development

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TFKT/19/2017

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

# Task Force on Kai Tak Harbourfront Development

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TFKT/19/2017

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.

# Task Force on Kai Tak Harbourfront Development

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TFKT/19/2017

(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.

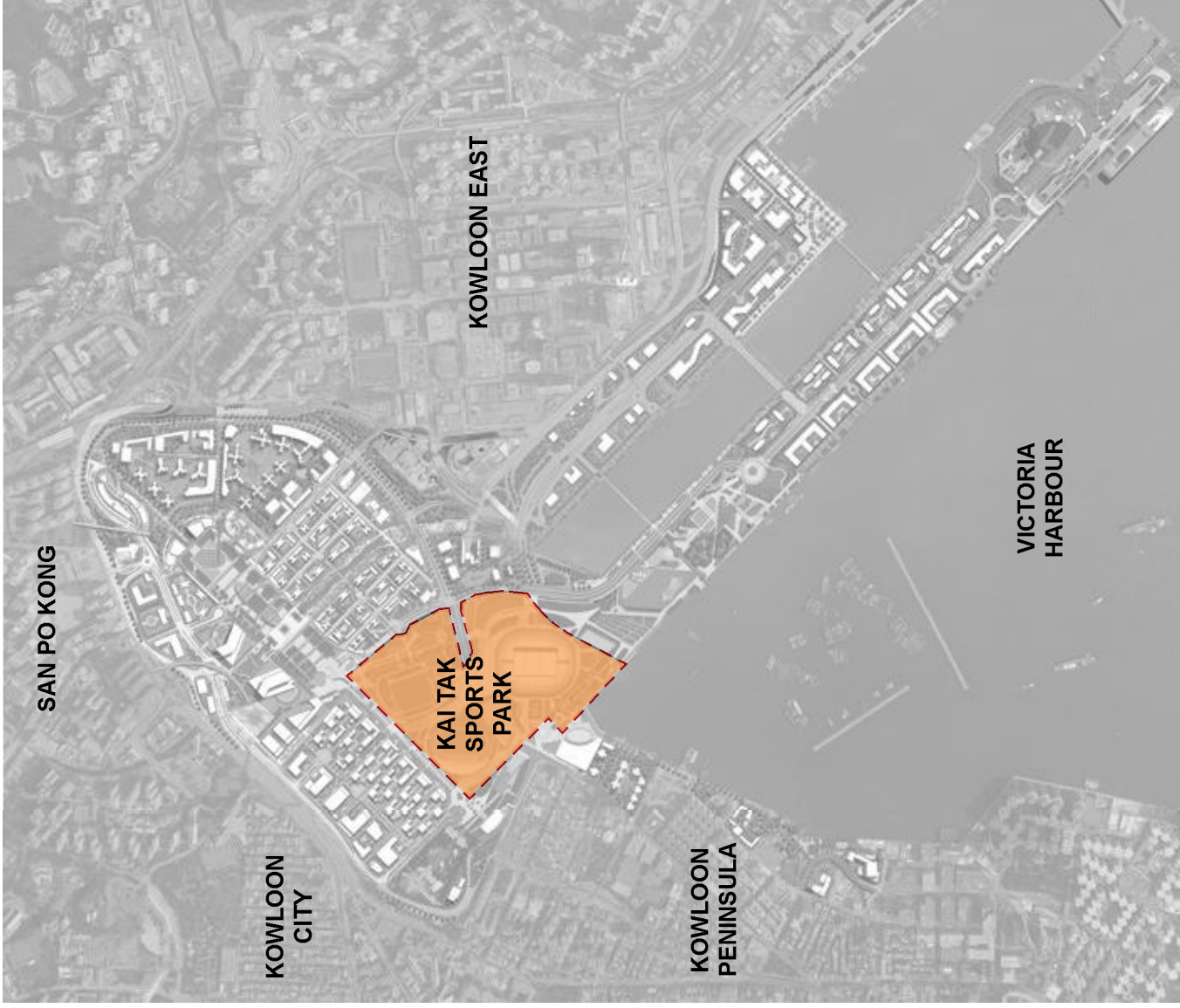
## ADVICE SOUGHT

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

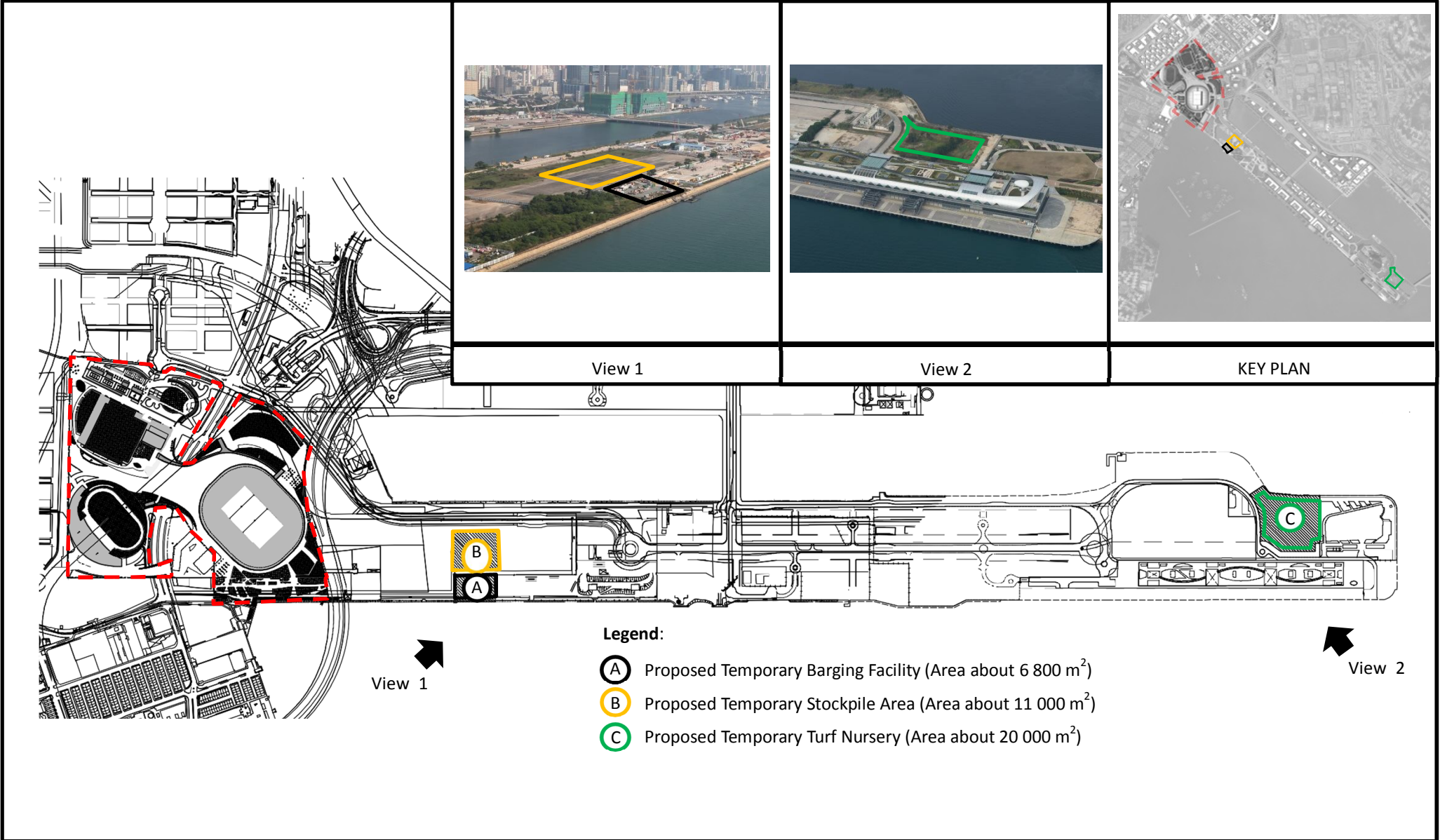


# ANNEX B

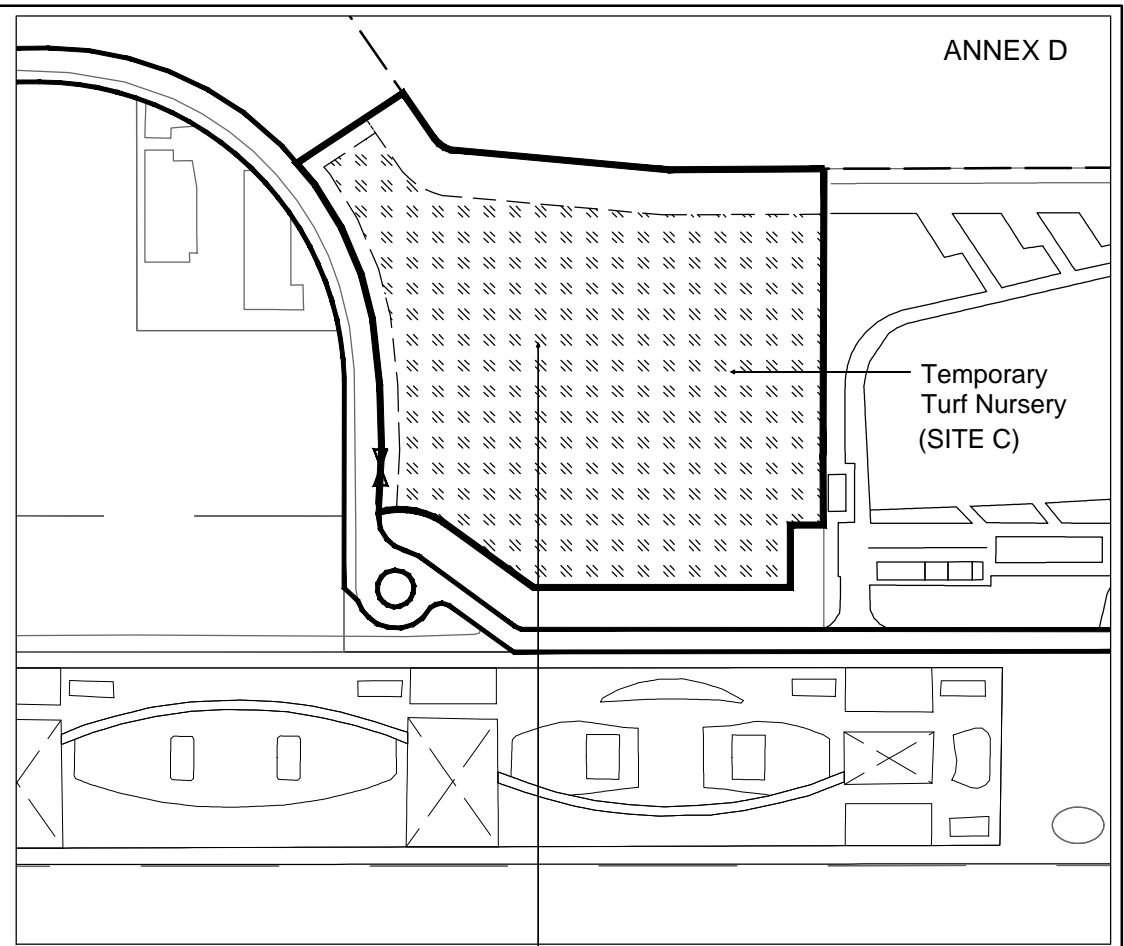
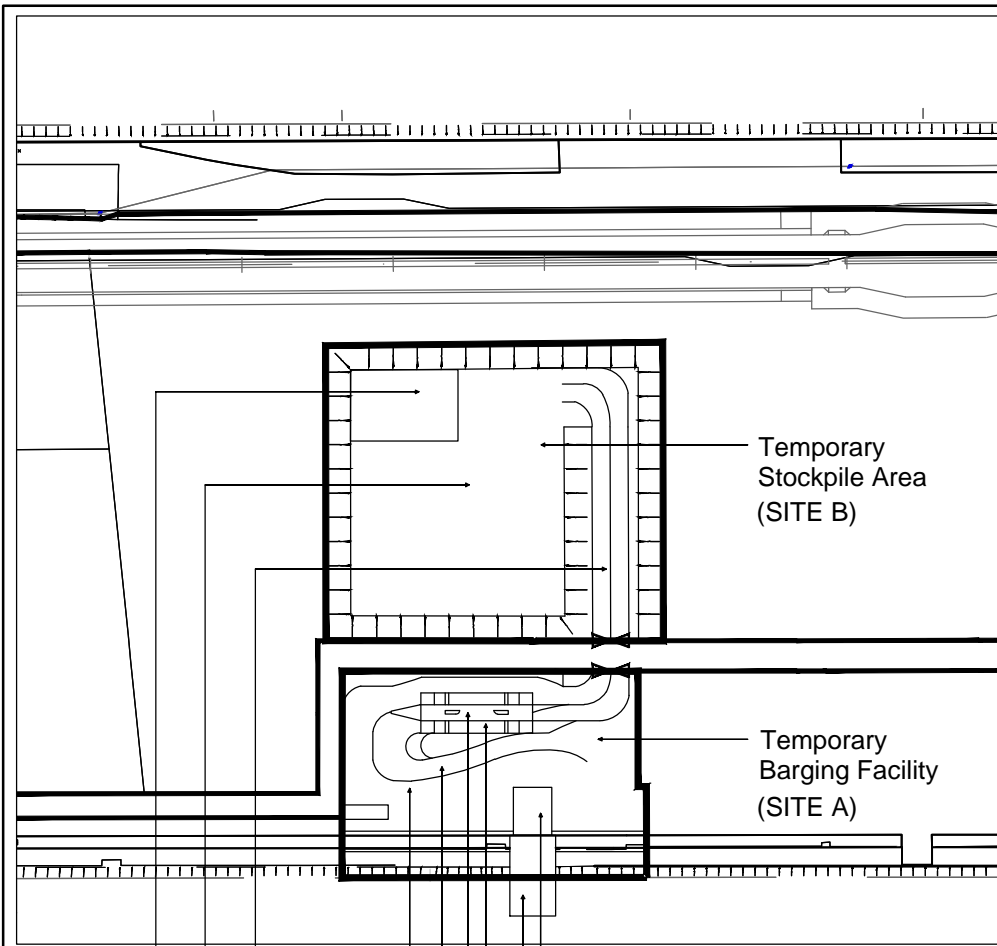


- - - SITE BOUNDARY
- PLANTING AREA
- LAWN AREA

KAI TAK SPORTS PARK - CONCEPT MASTER PLAN



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



- Access Ramp
- Tipping Hall
- Weighbridge
- Recorder House
- Access Ramp
- Access Ramp
- Stockpile Area
- Sorting Facilities

Turf area of Main Stadium = 10,296 sqm  
 Turf area of Public Sports Ground = 7,140 sqm  
 Total Turf Area Required = 17,436 sqm  
 Turf Nursery Area Provided = 17,510 sqm

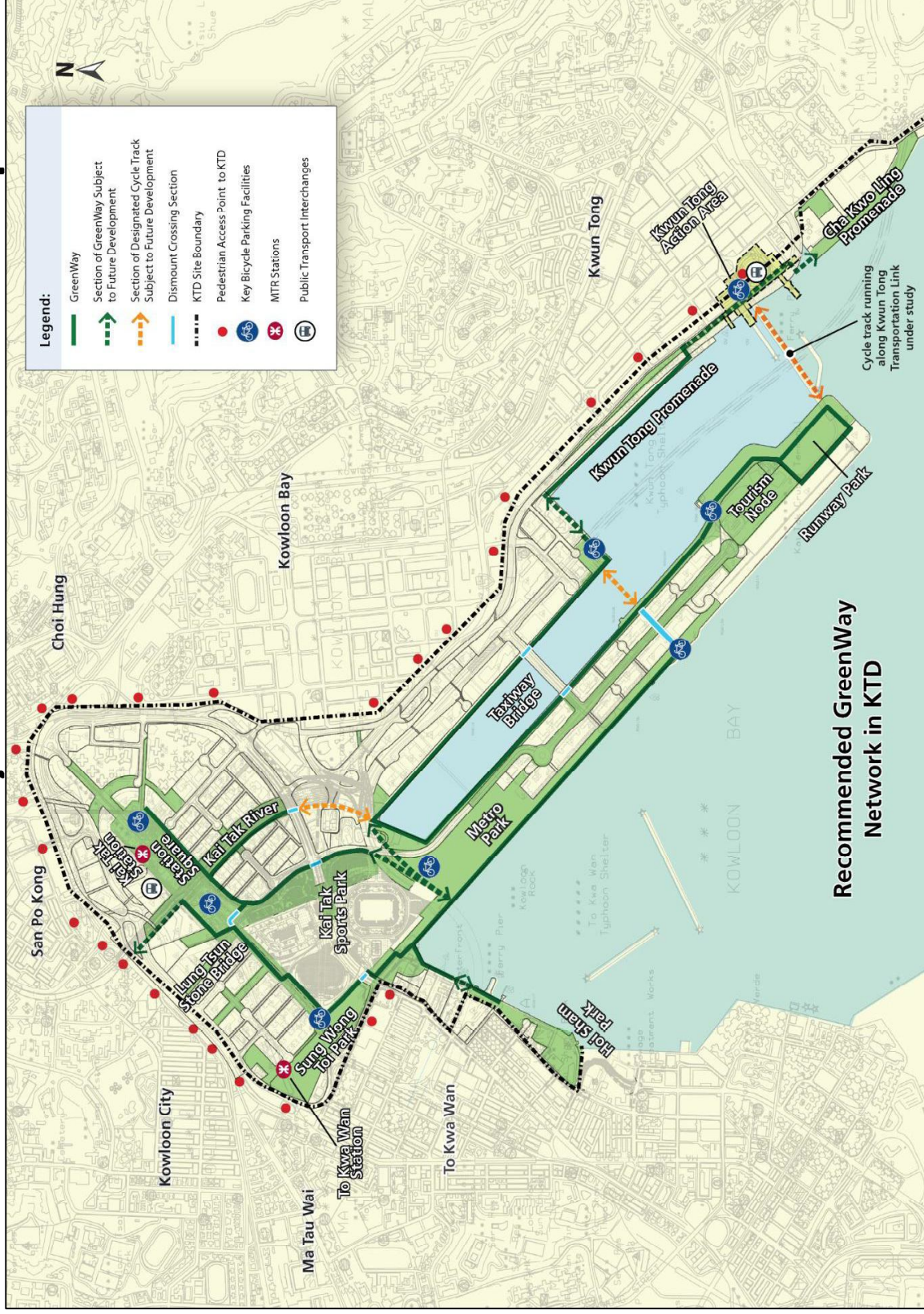
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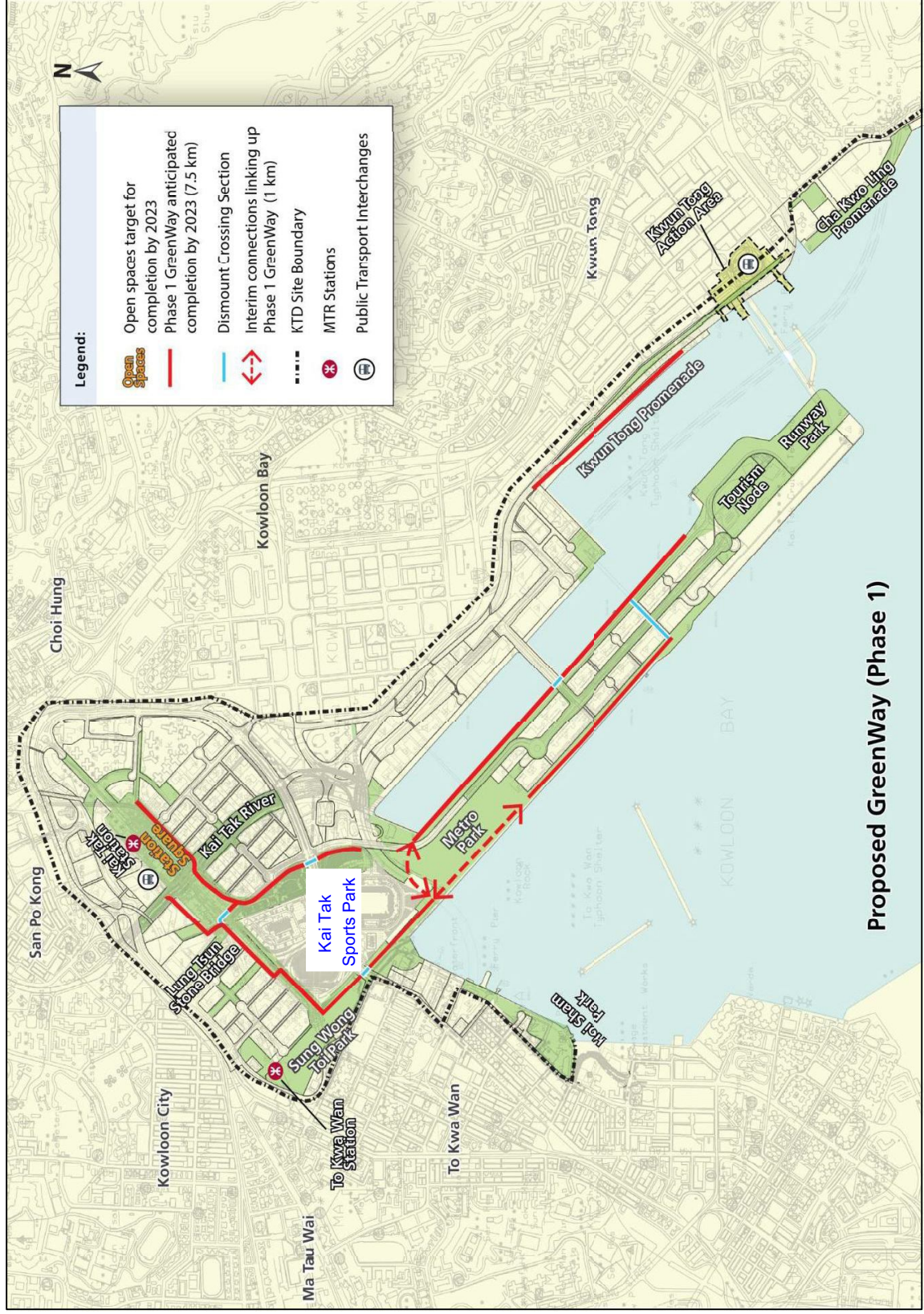
INDICATIVE LAYOUT OF THE TEMPORARY WORKS AREAS FOR KTSP

|                      |                 |
|----------------------|-----------------|
| FILE NO. :           |                 |
| SURVEY SHEET NO. :   |                 |
| LAYOUT PLAN NO. :    |                 |
| REFERENCE PLAN NO. : |                 |
| PLAN NO. :           | PD000 - GP352-2 |

# Recommended GreenWay Network in Kai Tak Development ANNEX E



# Proposed GreenWay (Phase 1)



Proposed GreenWay (Phase 1)