



香港特別行政區政府
民政事務局
Home Affairs Bureau
The Government of the Hong Kong Special Administrative Region



Presentation to Task Force on Kai Tak Harbourfront Development
Kai Tak Sports Park

4 October 2016

Purposes

- ❑ To report findings of Urban Design Study
 - Accessibility
 - Connectivity
 - Integration

- ❑ To update the Latest Design Development
 - Northern Section
 - Southern Section
 - Dining Cove

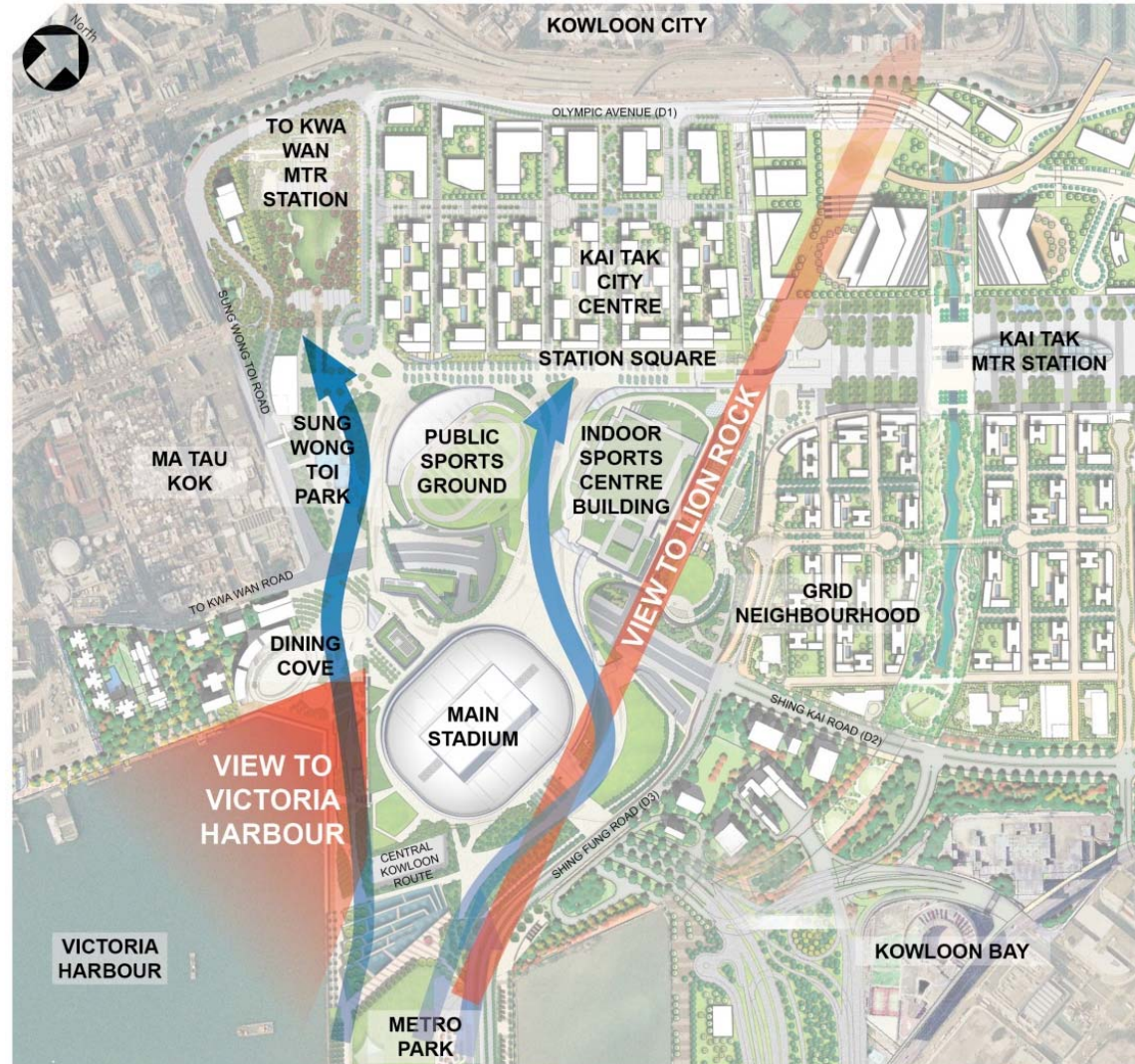
- ❑ To seek support from Members for planning application

Concept Master Plan – Accessibility, Connectivity and Integration



- PART OF THE CITY
- PUBLIC OPEN SPACES TO FACILITATE INTEGRATION
- PEDESTRIAN LINKS TO ALL SIDES
- FAVOURABLE DISPOSITION OF VENUES
- ALL YEAR ROUND VIBRANCY

Urban Design Study – Strategic Location, View Corridor and Breezeways



LION ROCK



VICTORIA HARBOUR

Strategic Location:

- Harbourfront location between Kowloon East & Kowloon Peninsula
- Between Runway and Kowloon Hinterland



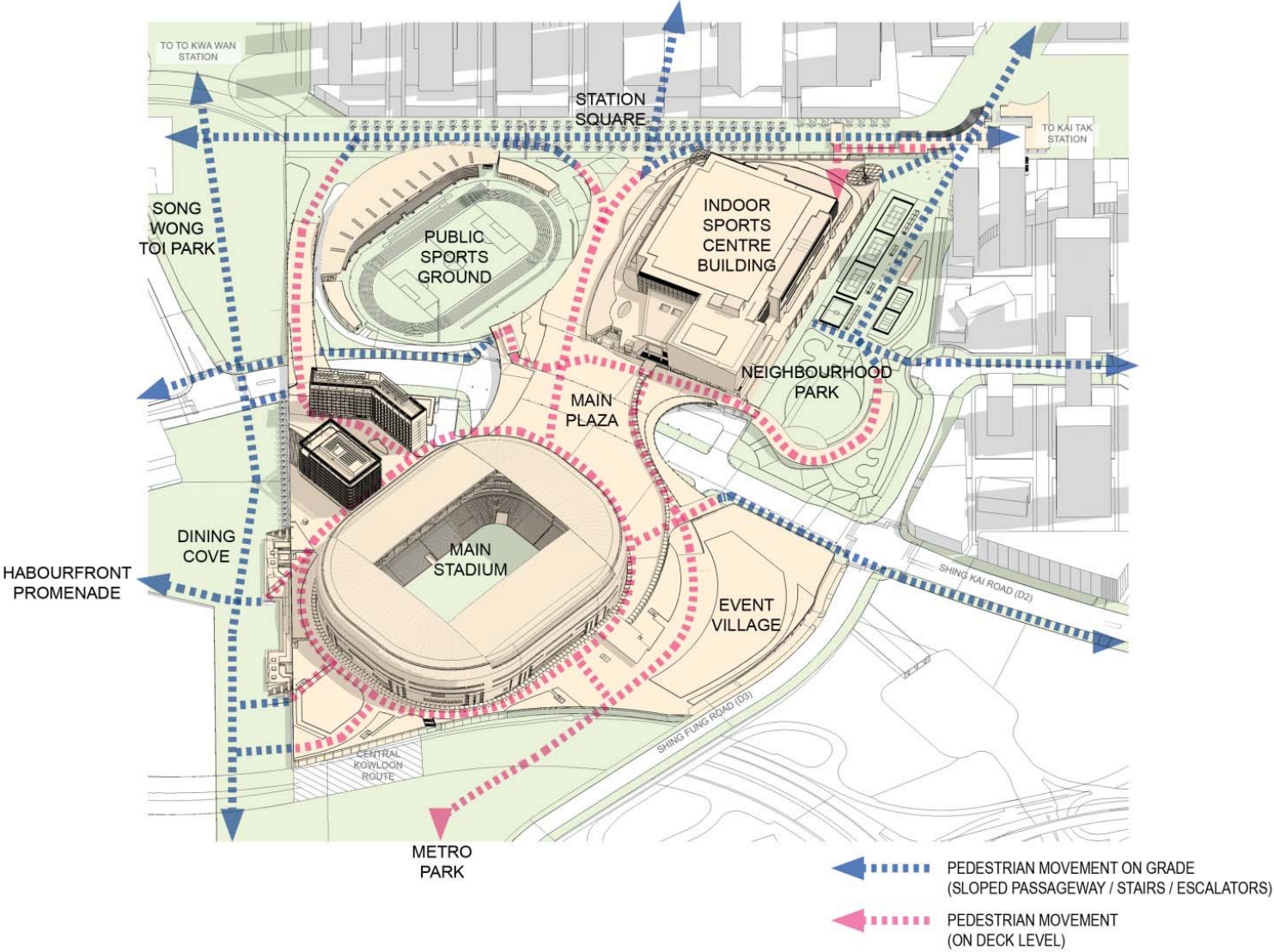
Urban Design Study – Public Transit and Pedestrian Connectivity



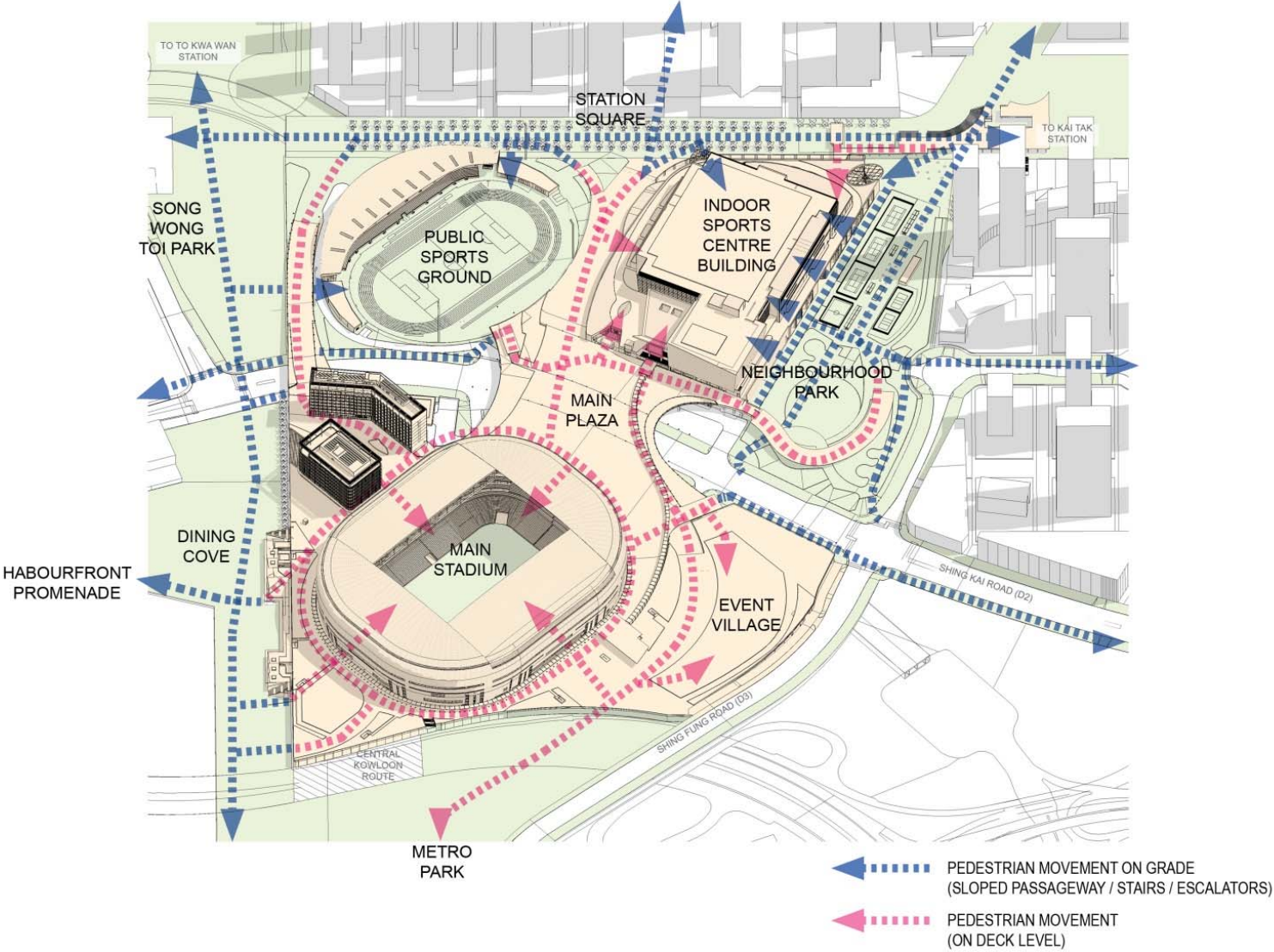
- - - - - PEDESTRIAN WALKWAY (SLOPED PASSAGEWAY / STAIRS / ESCALATORS)
- - - - - PEDESTRIAN WALKWAY (ON GRADE)
- - - - - SUBWAY CONNECTION
- F FOOTBRIDGE CONNECTION
- ▲ PEDESTRIAN CROSSING
- BUS STOP
- PTI PUBLIC TRANSPORT INTERCHANGE
- FERRY PIER

- Vehicle-free pedestrian routes from nearby MTR stations and public transport interchanges
- Network of pedestrian routes in all directions
- Franchised buses and mini buses
- Kowloon City Ferry Pier

Urban Design Study – Multi-Level Pedestrian Connectivity with the Surrounding Areas









Urban Design Study – Multi-Level Pedestrian Connectivity with the Surrounding Areas



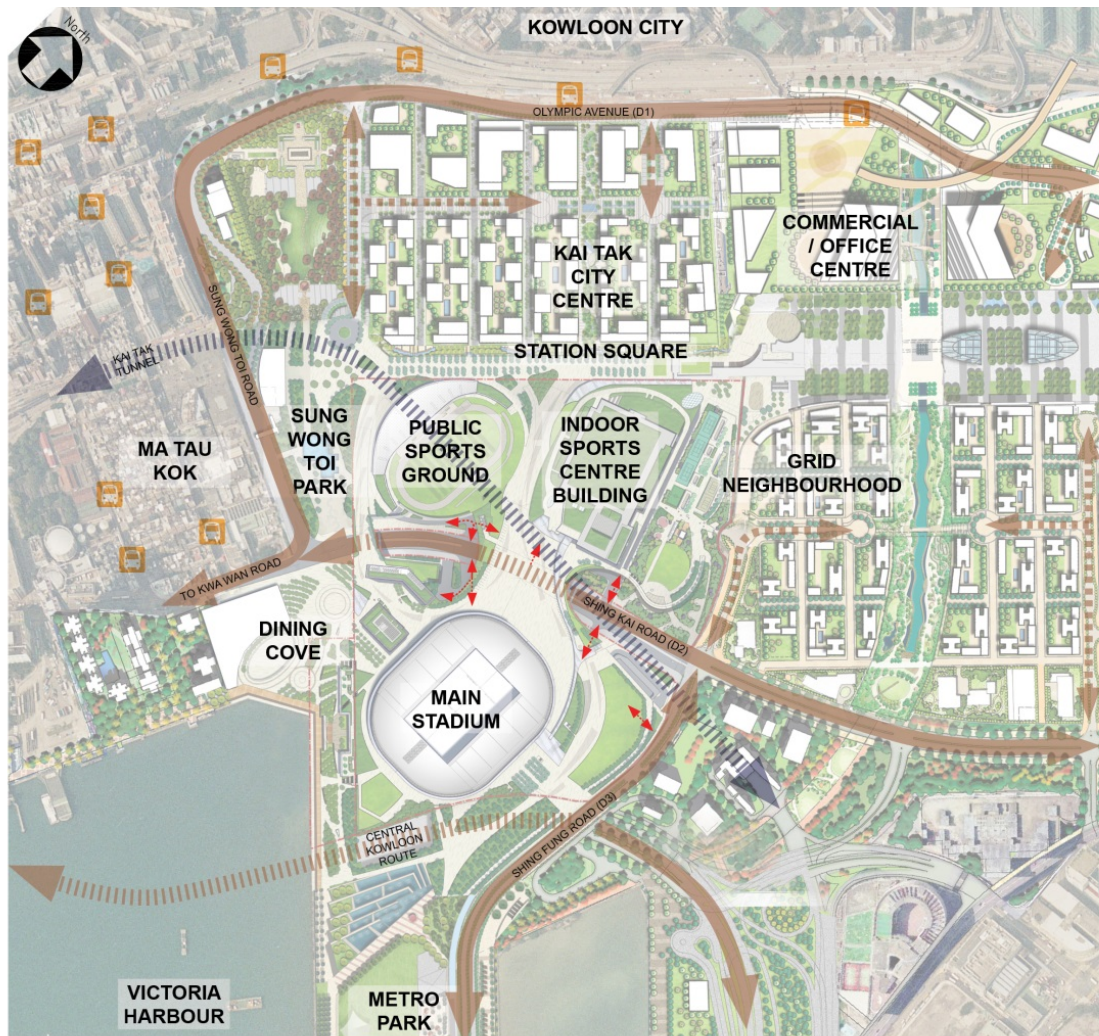
Urban Design Study – Cycling Connectivity



-  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)
-  PUBLIC TRANSPORT INTERCHANGE

-  Cycle route along eastern boundary of Sports Park and waterfront promenade to the south (indicative)
-  Cycle route along Station Square from west of Kai Tak River to immediate north of Sports Park (indicative)
-  Ancillary facilities (bicycle stands etc.) at appropriate locations along cycle routes

Urban Design Study – Road Connectivity



- 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

- Car parking, loading and unloading provisions in the Sports Park
- Dedicated taxi and private car drop-off areas in the Sports Park

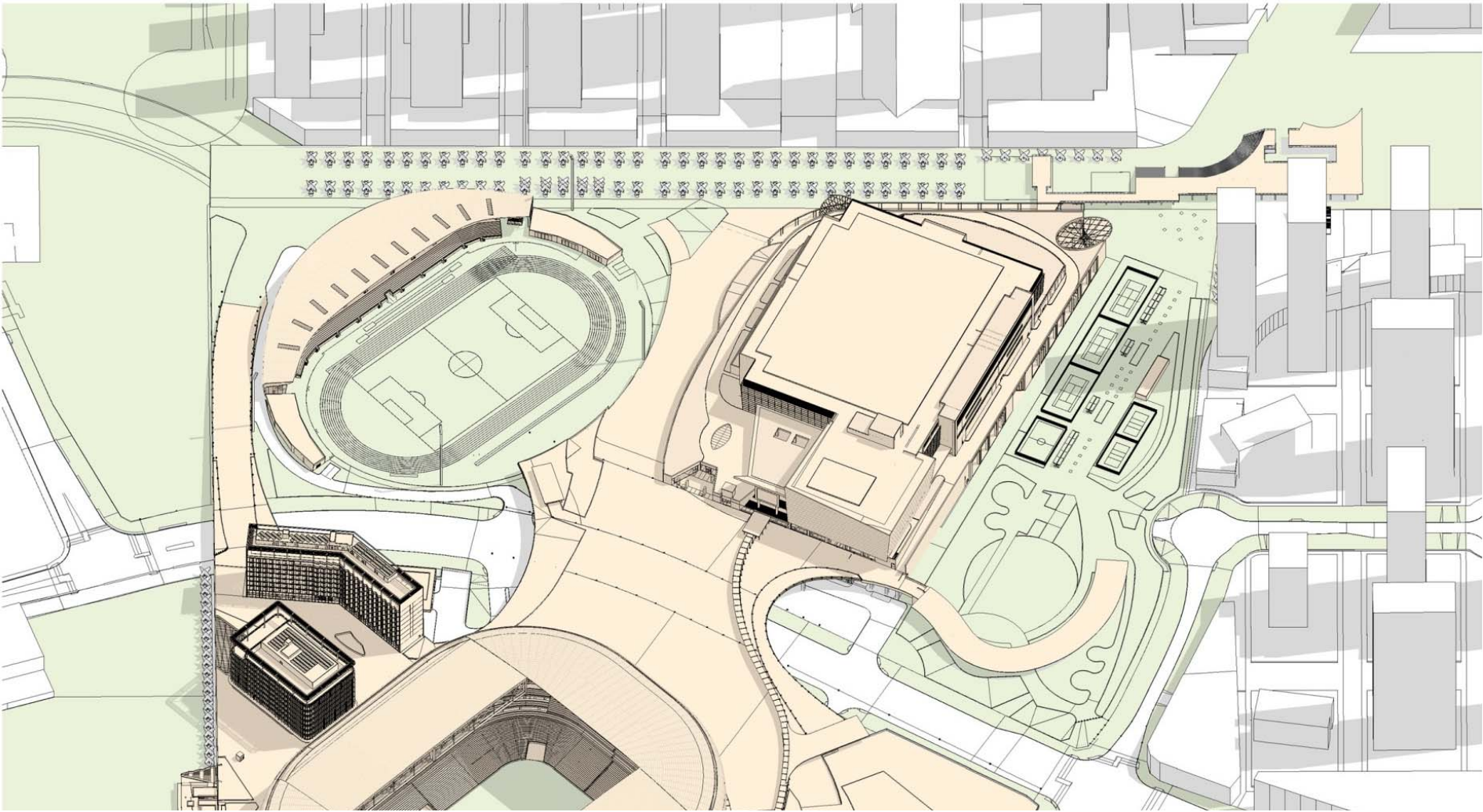
ROAD CONNECTIVITY

Integration On All Sides

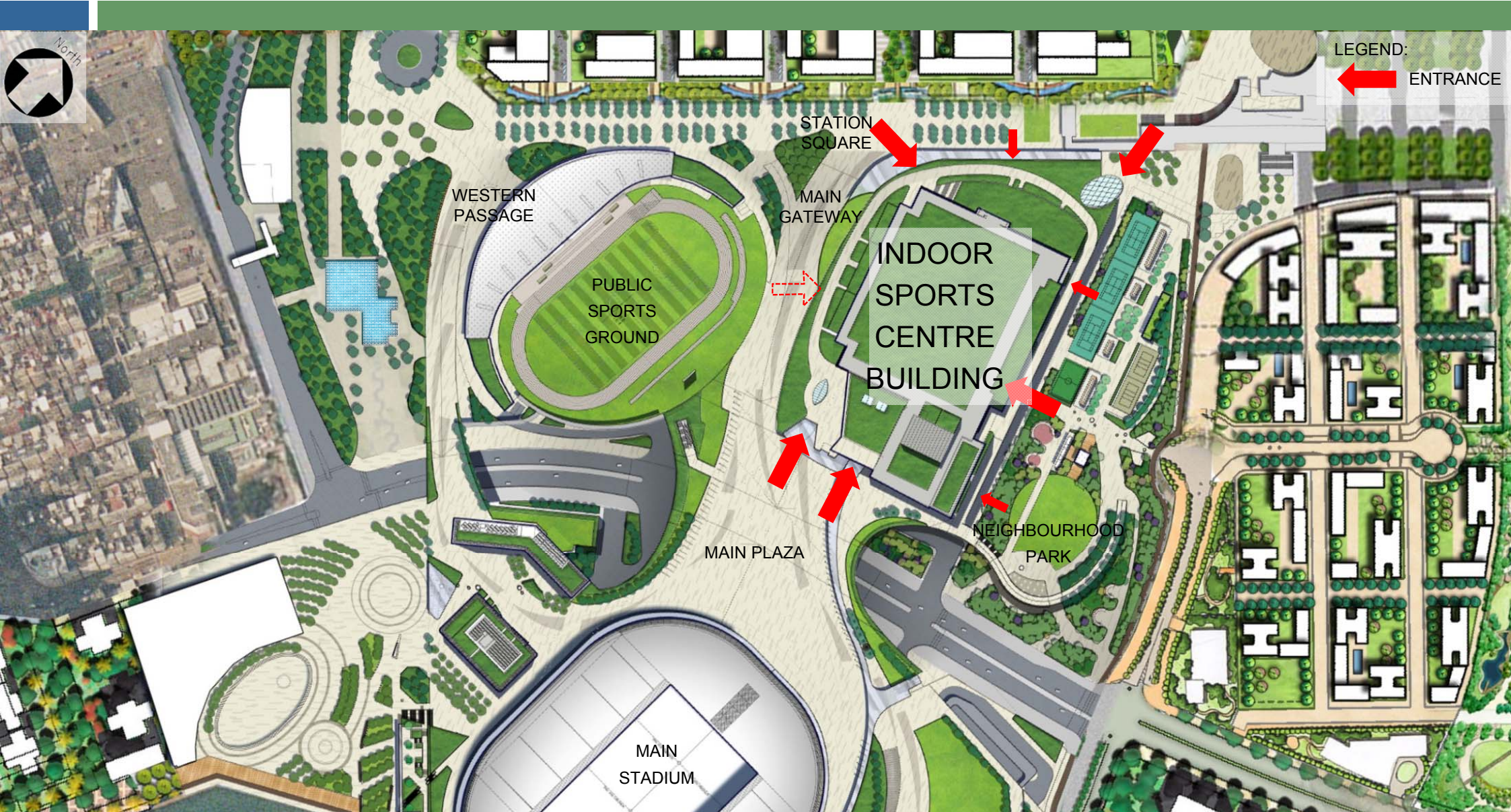


- 1 INTERFACE AREA 1:
STATION SQUARE
- 2 INTERFACE AREA 2:
NEIGHBOURHOOD PARK
- 3 INTERFACE AREA 3:
LINKAGE WITH METRO PARK
- 4 INTERFACE AREA 4:
HARBOURFRONT
- 5 INTERFACE AREA 5:
SUNG WONG TOI PARK

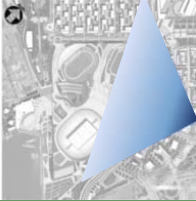
Design Development - Northern Section




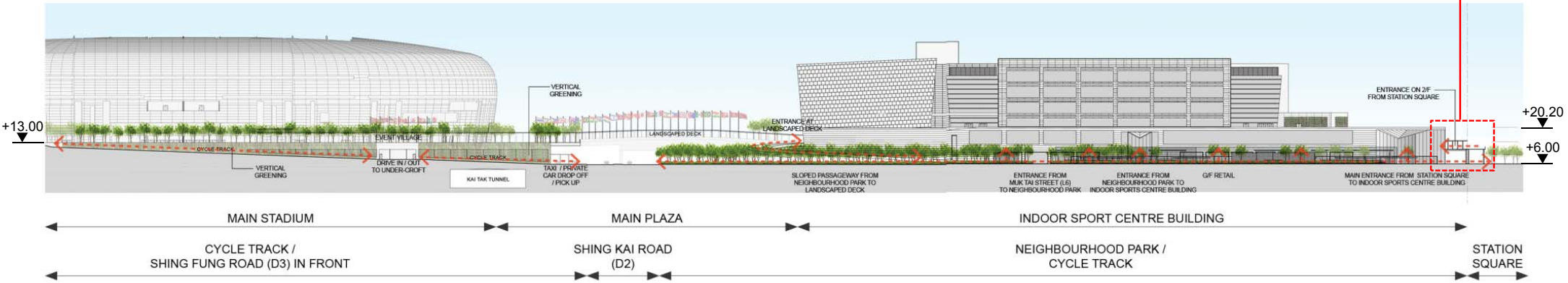
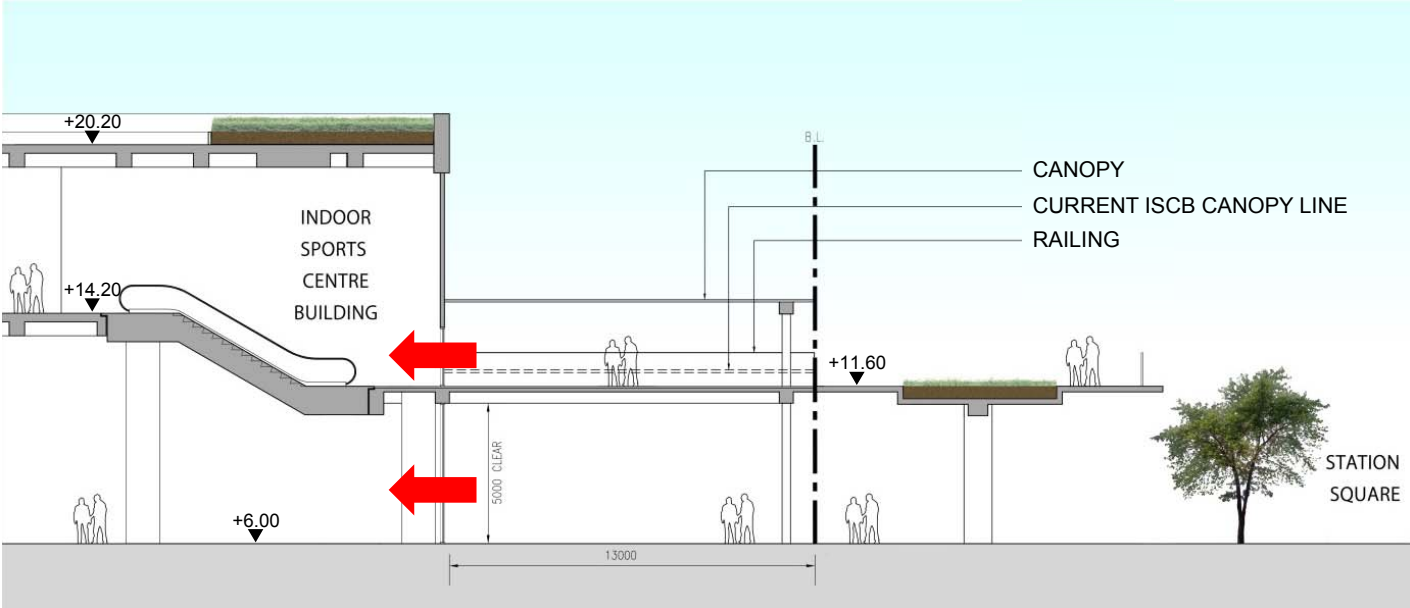
Indoor Sports Centre Building



Indoor Sports Centre Building interface with Station Square



LEGEND:
 ENTRANCE



EAST ELEVATION

Indoor Sports Centre Building from Station Square



Neighbourhood Park



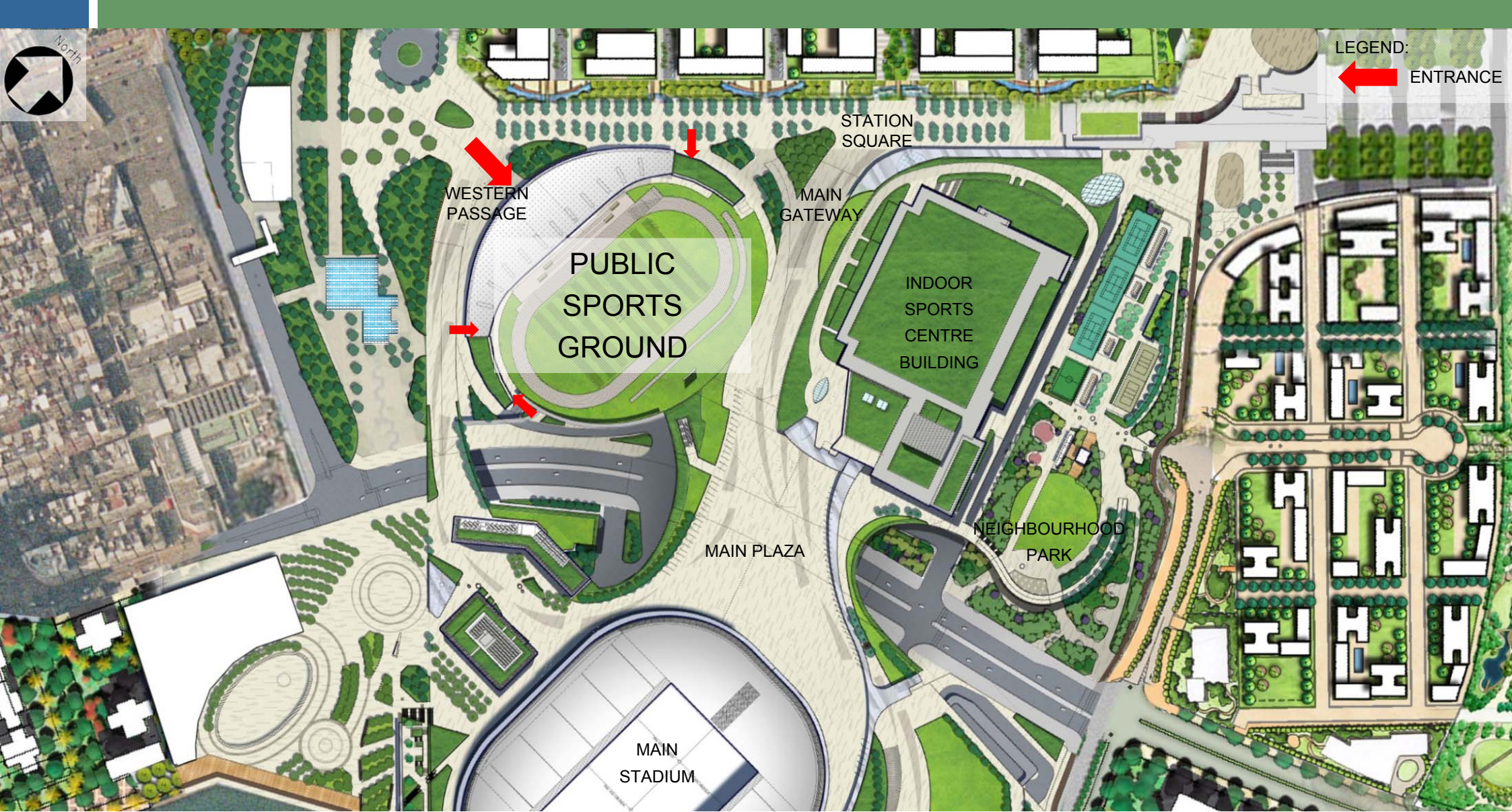
LEGEND:
← ENTRANCE



Neighbourhood Park from Grid Neighbourhood



Public Sports Ground



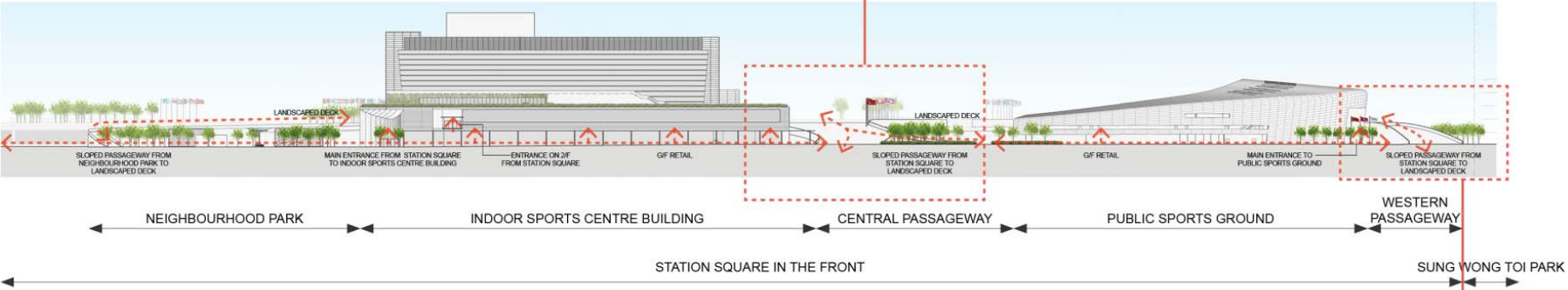
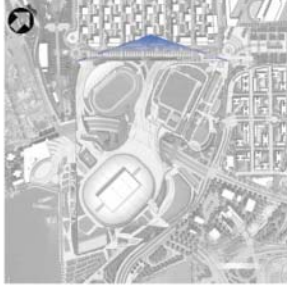
Public Sports Ground from Sung Wong Toi Park



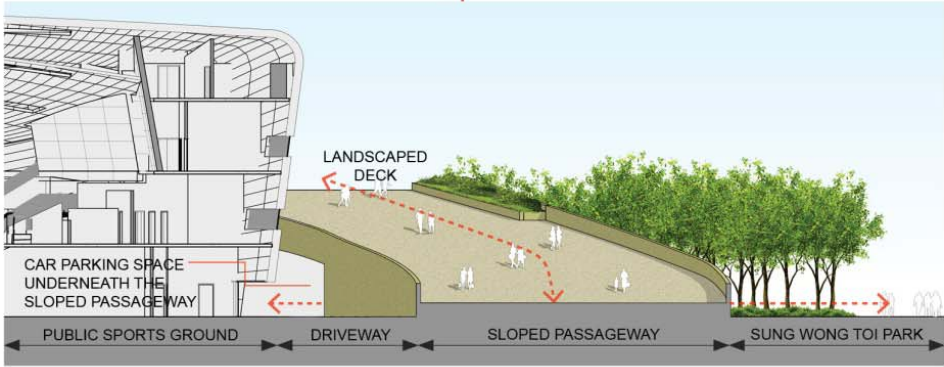
Access to Main Plaza from Station Square



CONNECTION BETWEEN MAIN PLAZA AND STATION SQUARE



NORTHWEST ELEVATION

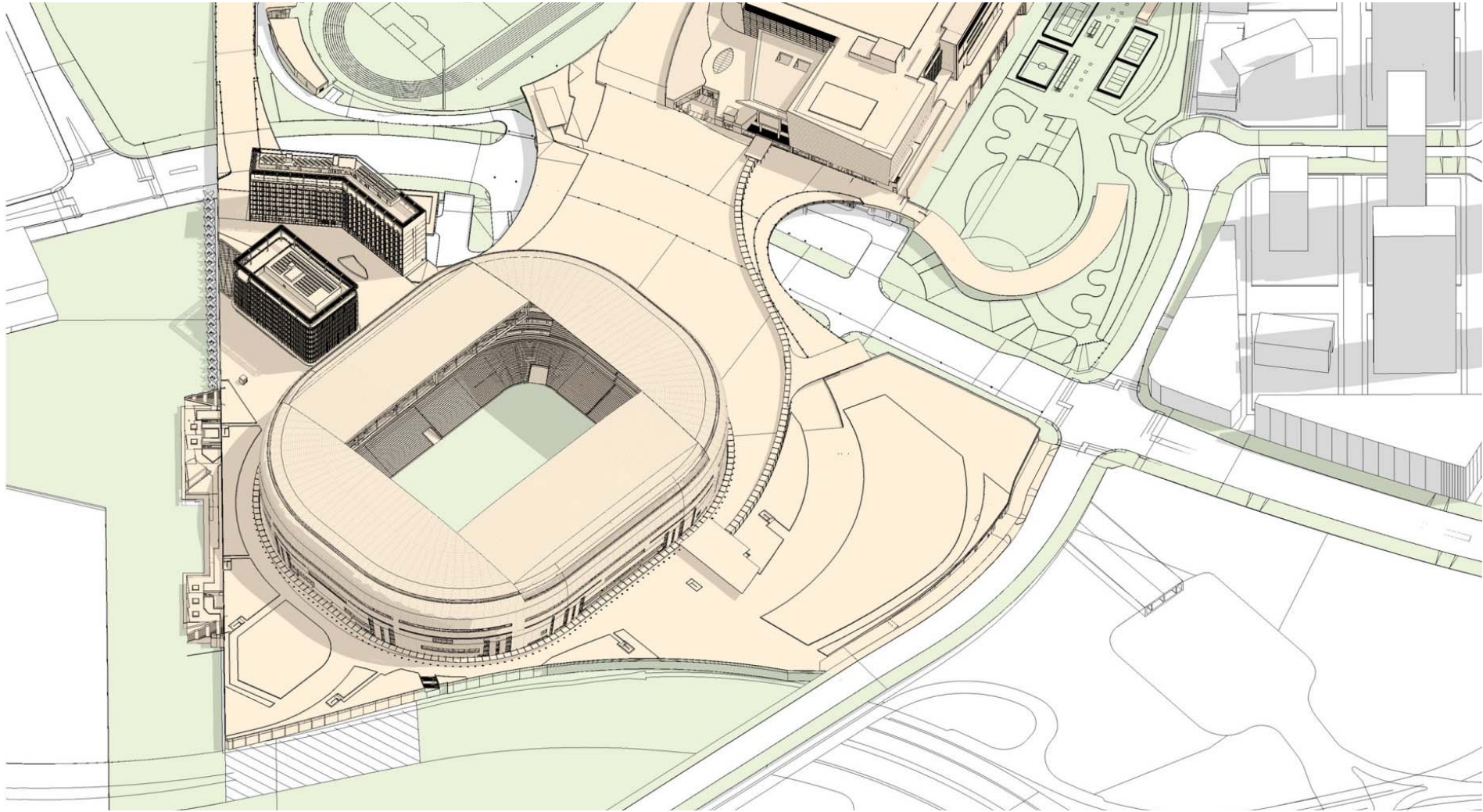


CONNECTION BETWEEN PUBLIC SPORTS GROUND, LANDSCAPED DECK AND SUNG WONG TOI PARK

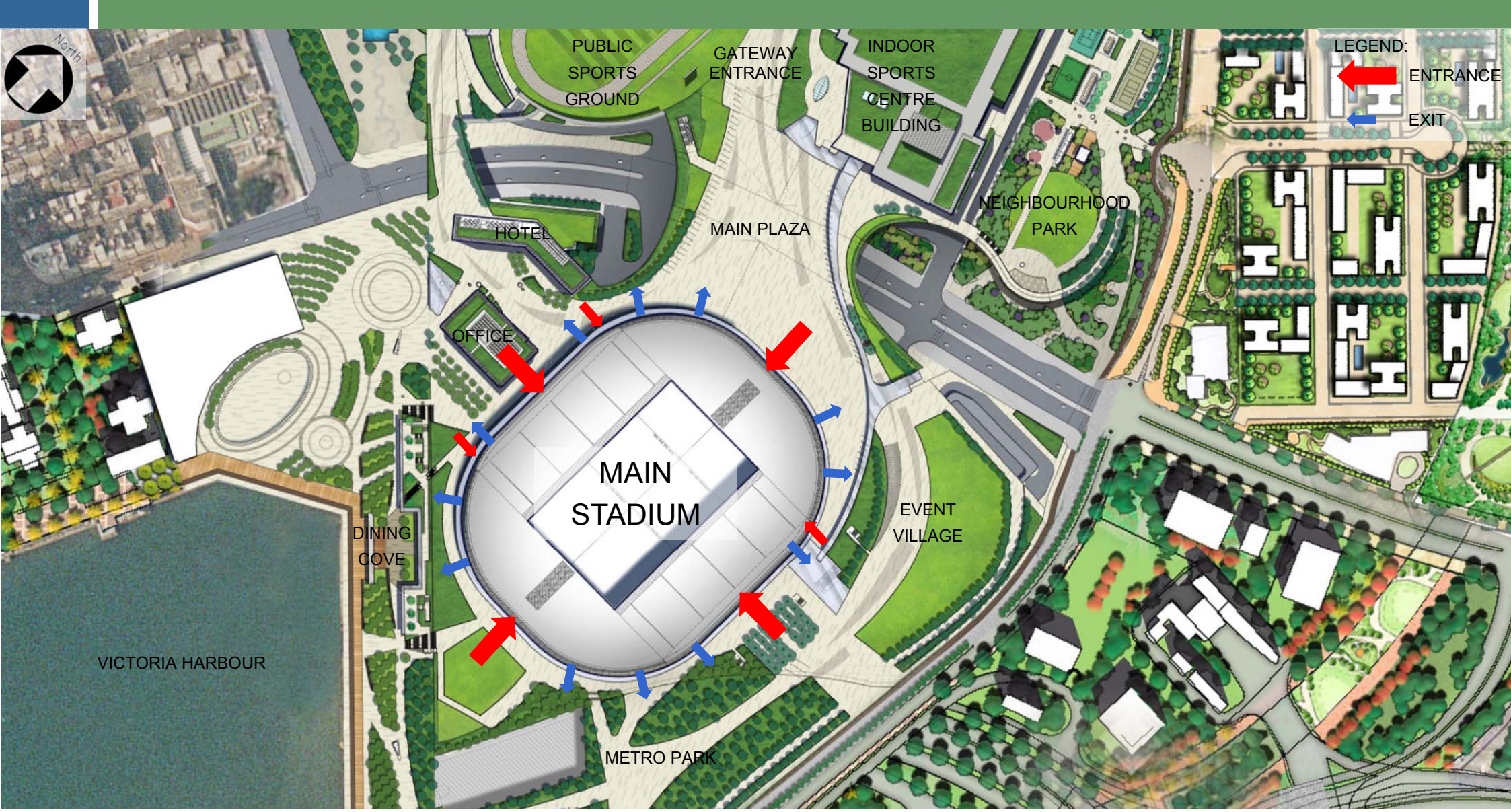
Gateway to Main Plaza



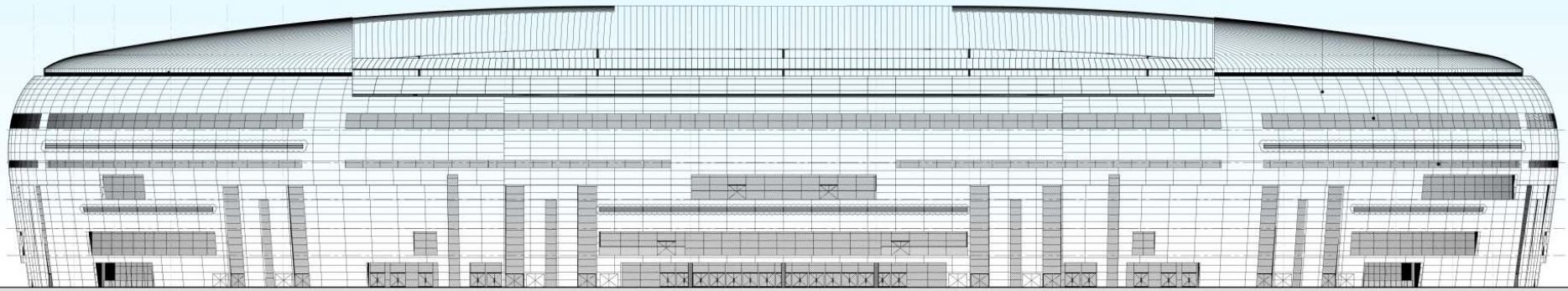
Design Development - Southern Section



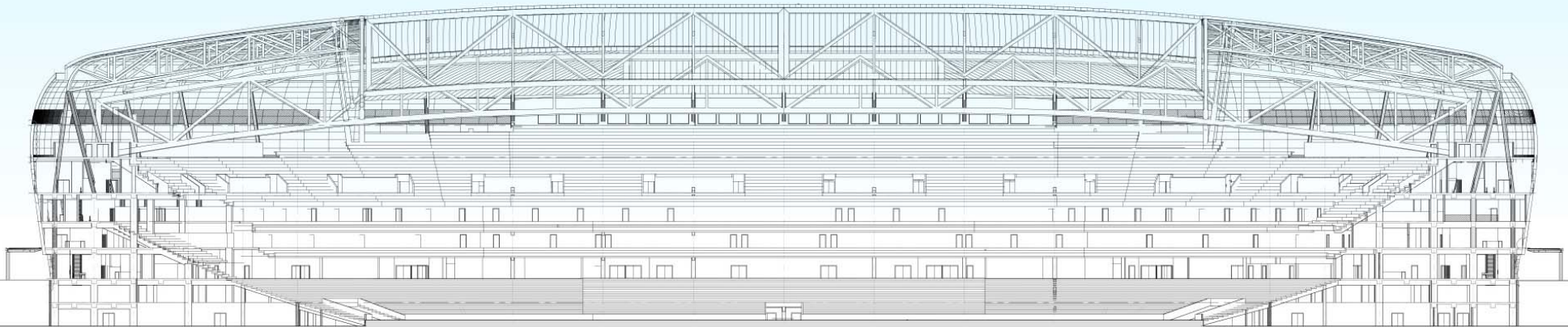
Main Stadium



Main Stadium - West Elevation & Longitudinal Section

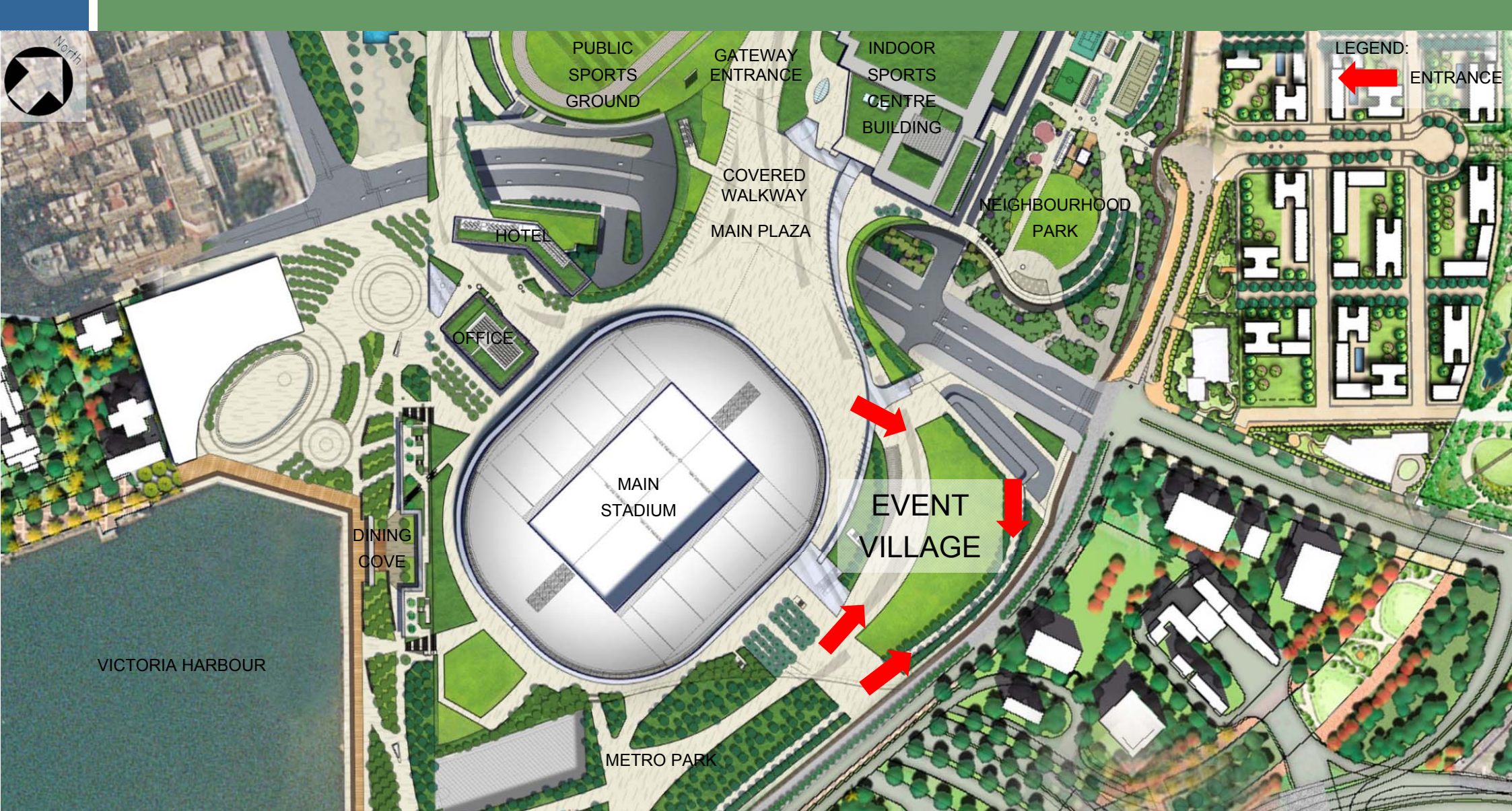


WEST ELEVATION



LONGITUDINAL SECTION

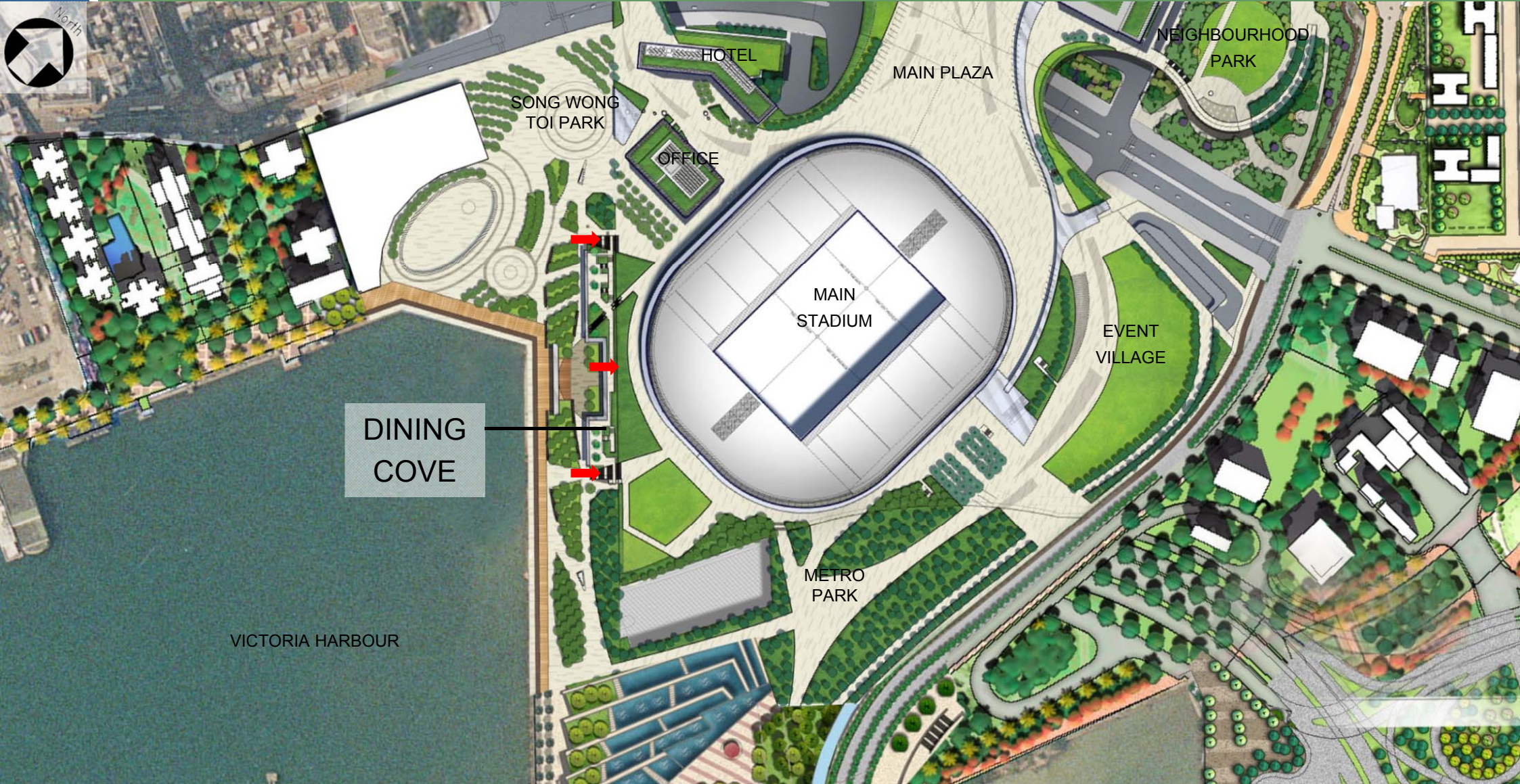
Event Village



Event Village from Metro Park




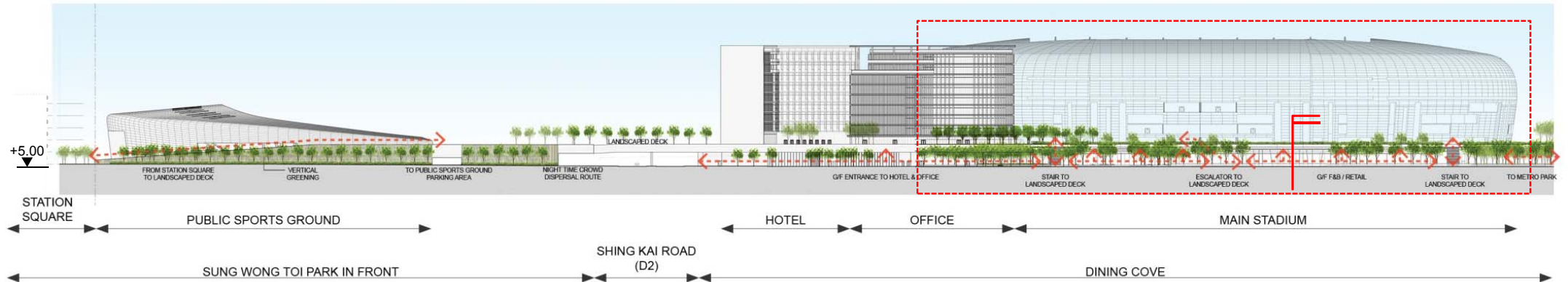
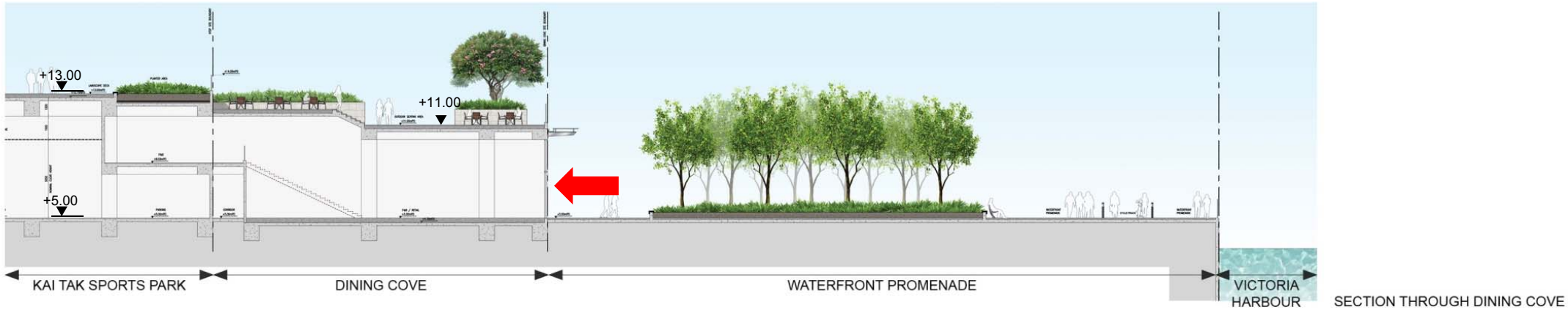
Design Development - Dining Cove



Sports Park interface with Dining Cove



LEGEND:
 ENTRANCE



SOUTHWEST ELEVATION

Dining Cove, Harbourfront & Metro Park



Year-Round Vibrancy



- INTEGRATION WITH SURROUNDING NEIGHBOURHOOD
- CONNECTION TO THE WATERFRONT
- SPORTS, ENTERTAINMENT, COMMUNITY AND COMMERCIAL ACTIVITIES
- YEAR-AROUND VIBRANCY

Planning Application

Items to be Included in Planning Application:

- 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 IN THE NEIGHBOURHOOD PARK

Part of the Dining Cove to be developed in conjunction with the Sports Park



THANK YOU



Kai Tak Sports Park