



# Proposal for Proper Alignment of Kai Tak Road D3



29 March 2018  
HFC Meeting - Task Force on Kai Tak Harbourfront Development

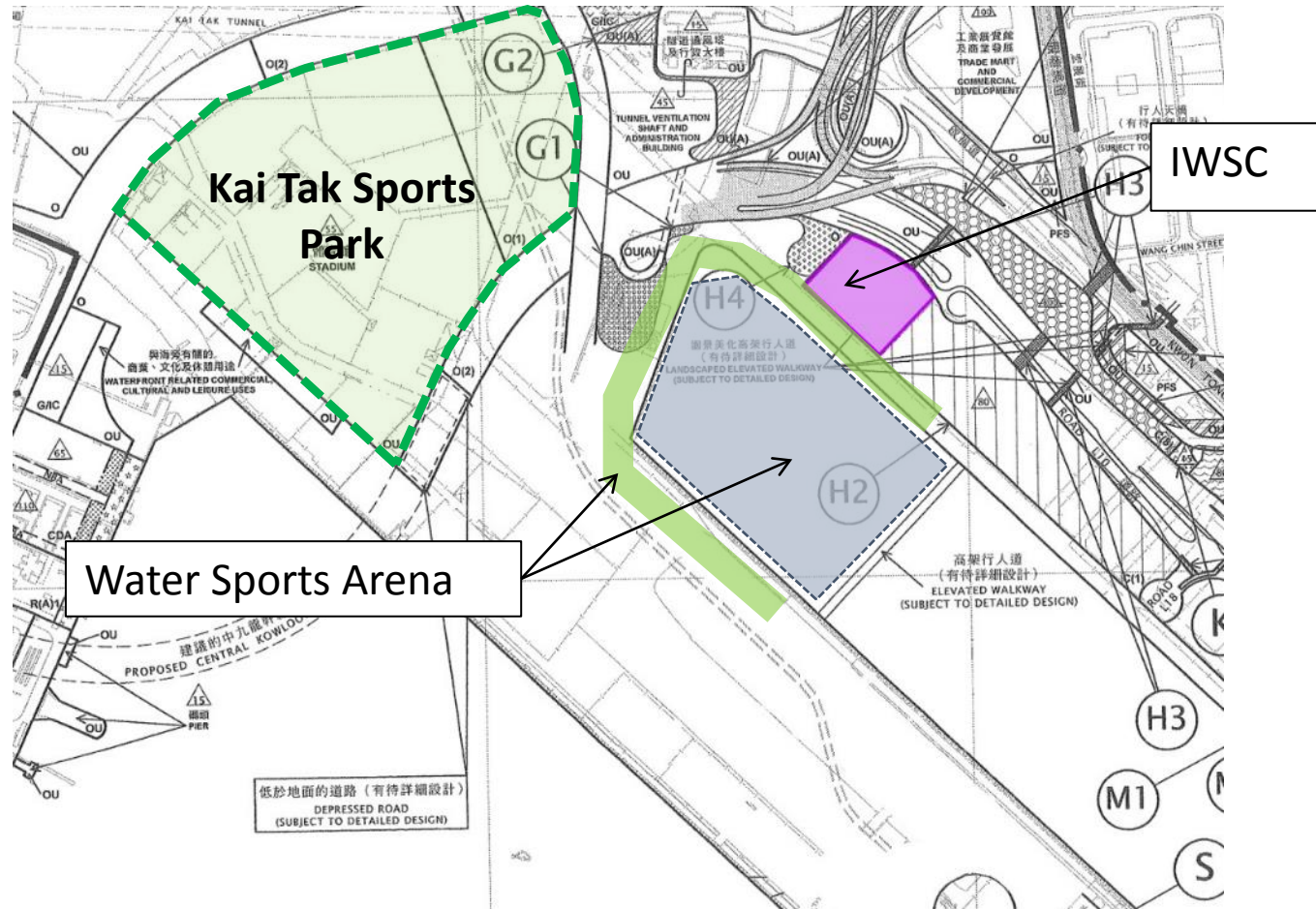




# Premise: Activating a Unique, Sheltered Water Body



# The **Water Sports Arena** for holding International Water Sports Events and as a World-Class Attraction

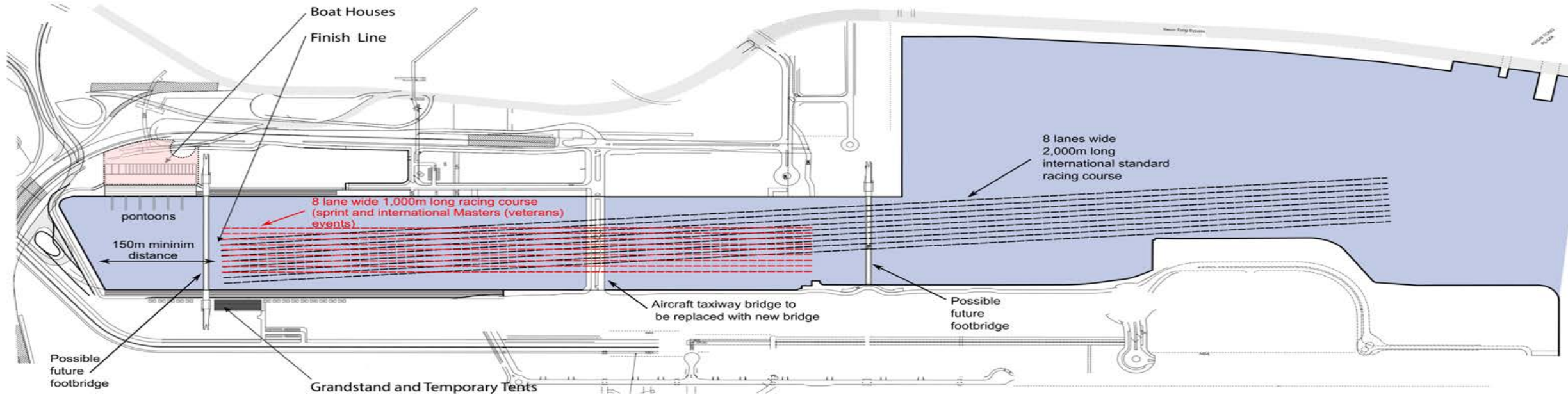


## 2011 Report

- We should focus on the use as multi-function sport and public areas.
- Minimise the impact of the road down the middle of the runway, so that it retains the environment of one venue.



# International Standard Racing Course



Kai Tak Water Sports Park



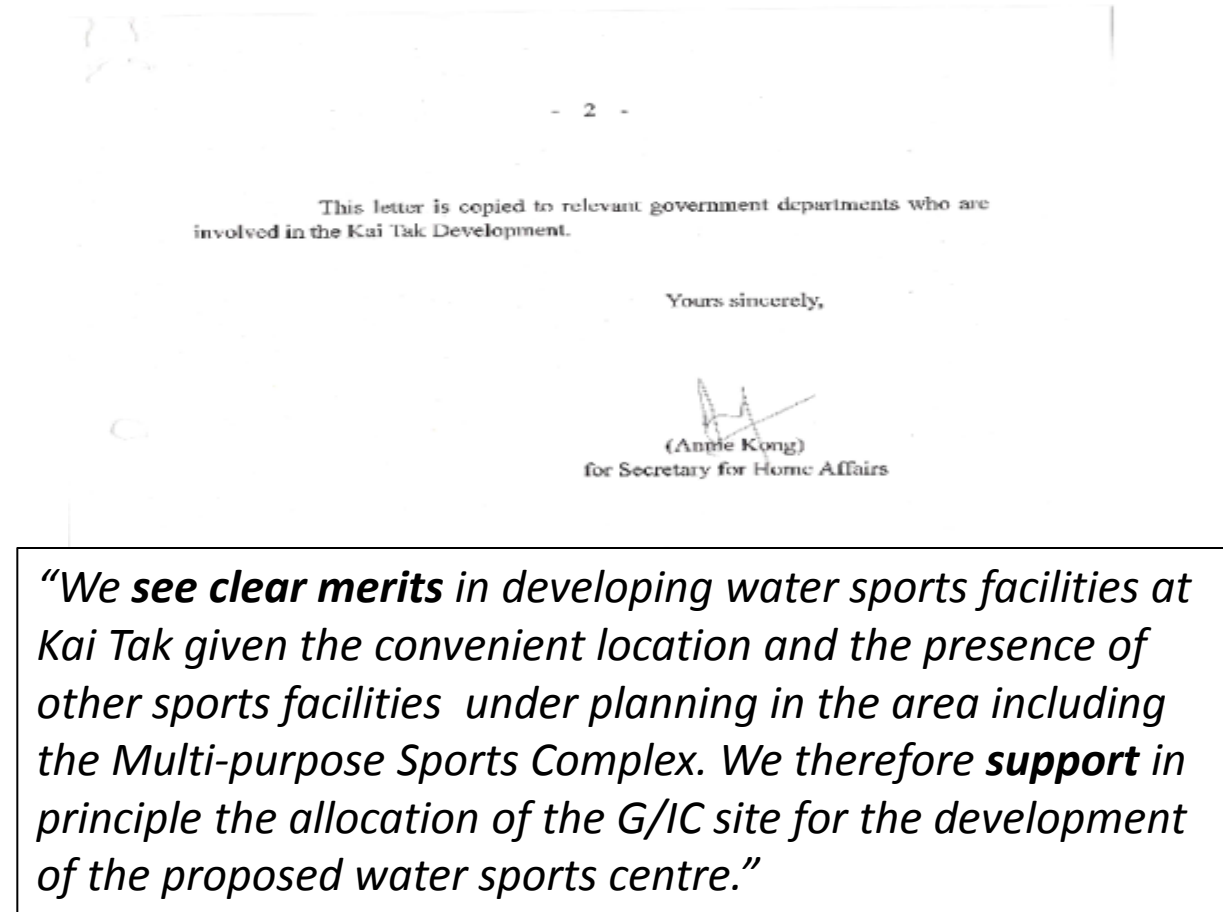
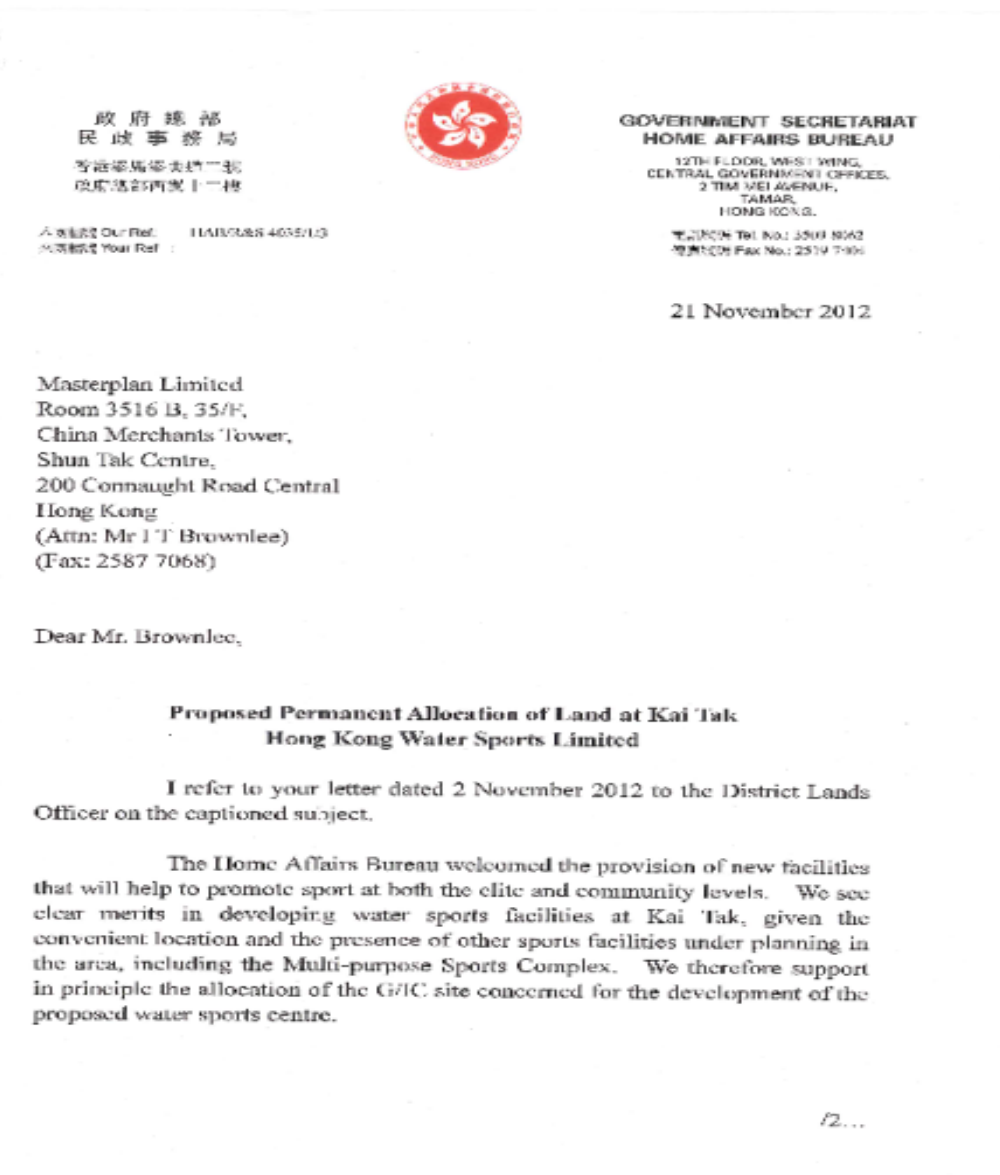
*“The opportunity to create an international regatta course arises from the channel which runs down the side of the original airport runway. The channel is around 200m wide and can provide about 2,400m length”*

- Svetla Otzetova, FISA Events Director

# Support from Town Planning Board

- **TPB (2012):** The water sports and recreational activities are in line with the planning vision of Kai Tak Development and will strengthen the role of Kai Tak as a hub for sports. Subject to resolving technical and operation issues on water quality, there would be an opportunity to accommodate a variety of water sports/ recreational activities in the KTAC and adjoining water bodies.
- **TPB (2017):** To cater for flexibility for providing water sports and recreational activities at the “Open space”(O) zone along the waterfront, “Water Sports/ Water Recreation” use is incorporated under Column 1 (permitted use) of the Notes of O zone.

# HAB Policy Support (2012)





## Kai Tak Task Force (Nov 2012)

- “The Task Force was **supportive** of the conceptual idea of developing a water sports centre in Kai Tak Development as it would make good use of the water body of Victoria Harbour.”
- “If the Government considered that water sports should be accommodated in KTAC and KTTS, measures should be taken to meet the required water quality objectives to facilitate water sports in the area.”







# Kai Tak Water Sports Trial (2014)





# EPD Letter (2015) on Water Quality

- EKEO and CEDD information shows that odour situation and water quality at KTAC and KTTS are improving.”
- “Precautionary measures should be adopted such as **provision of adequate shower facilities** at the proposed temporary water sports centre for users to wash themselves soon after the activities and advising the users not to swim or to **avoid swallowing the water when fallen into the water**”
- **No Objection** on use of Kai Tak Approach Channel for Water Sports.



# CEDD Water Quality Improvement (2016)

## Way Forward

### Improvement/Enhancement in the Pipeline

#### Further Enhancement of Water Quality

- Collaborating with relevant departments to further rectify identified pollution sources as far as practicable and upgrade DWFIs to intercept pollutants, so as to achieve the water quality requirement for water sports activities, initially at KTTS and then the southern part of KTAC



#### Further Monitoring of Water Quality

- To continue monitoring the water quality of KTAC / KTTS

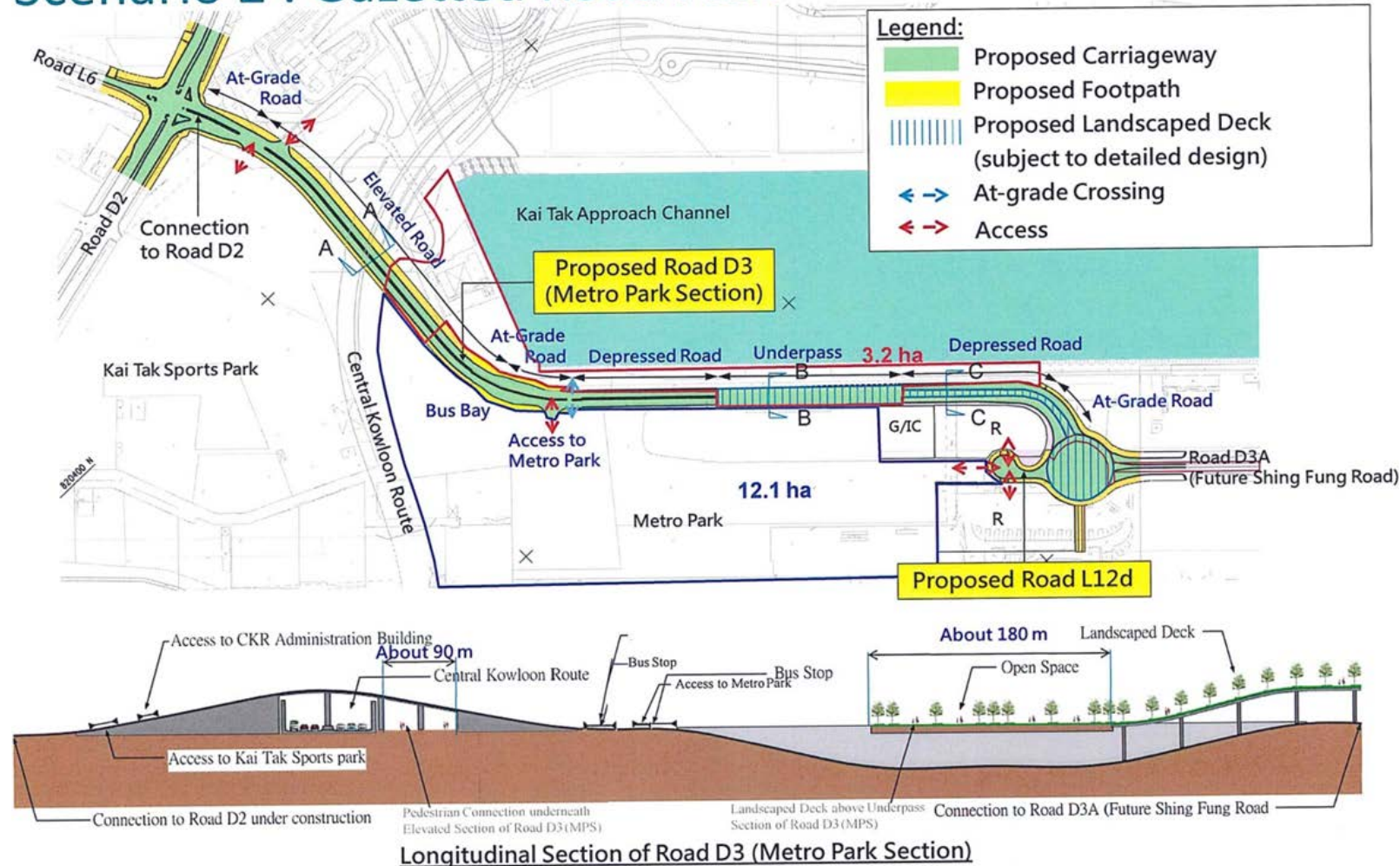


# **CEDD's Surprise Proposal (Gazetted 2017)**



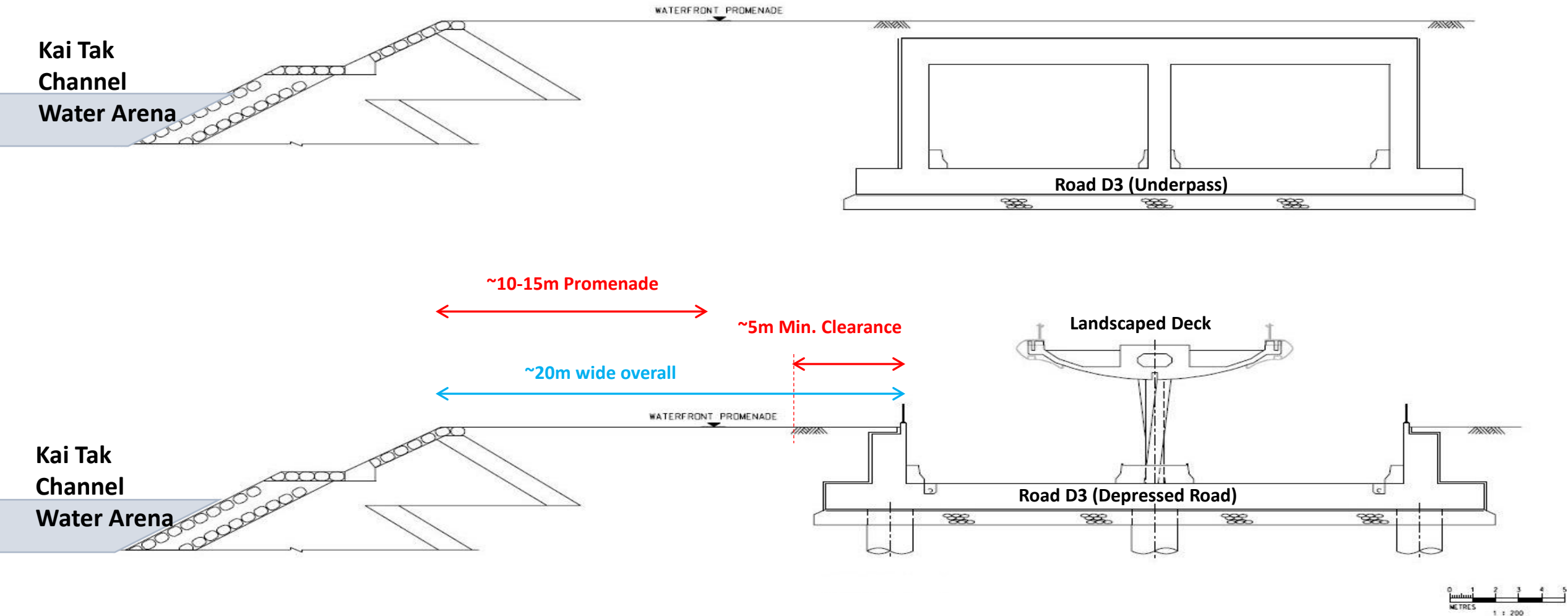
# CEDD's Surprise Proposal (Gazetted 2017)

## Scenario 2 : Gazetted Road Plan



- No stakeholder engagement.
- Reduced Accessibility of water-land interface
- Diminished Vibrancy
- No integrated planning
- No proactive enhancement; disregards urban design principles.
- Takes away the opportunities for public enjoyment of water sports and international events.

# CEDD's Road D3 alignment = Insufficient Space



Source : CEDD

## CEDD's Road D3 alignment = Insufficient space for putting facilities/structures

- As a water sports arena, a **sports centre** is **required** to accommodate boat storage and repair, viewing deck, race control and general clubhouse uses such as changing rooms



Jockey Club Shek Mun Rowing Centre



# CEDD's plan = Insufficient space for supporting recreational facilities on land



- Sports Centre (in red) on the sunken section of Road D3 (MPS), on landscape deck, would be close to activate the Water sports Arena.
- But, CEDD indicate no structures on top of landscape deck

# No necessity on keeping Road D3 along the waterfront



- 2006 Concept Plan: Roads were along the waterfront.

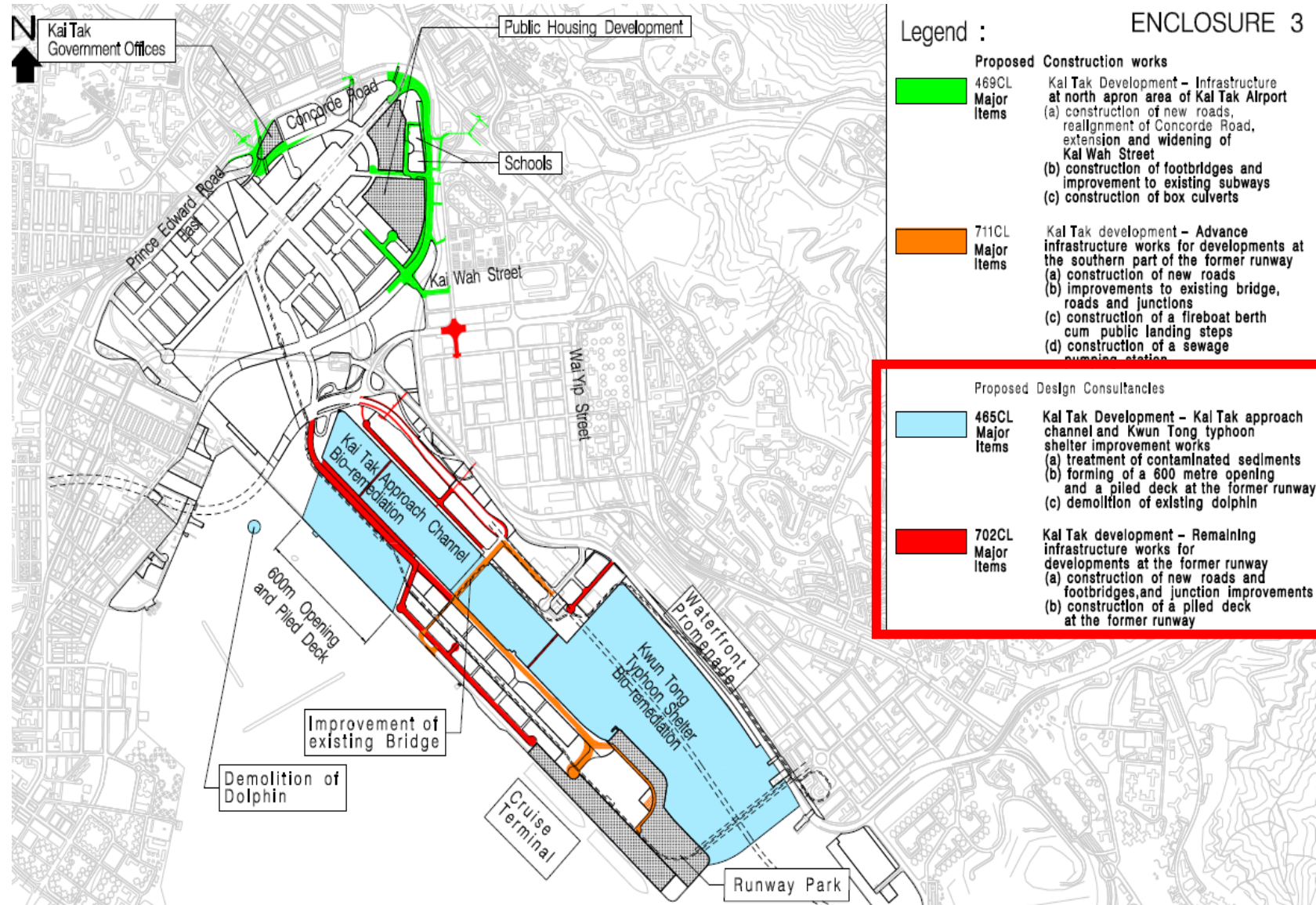


- 2012: Roads moved to the centre of Runway Area. **Why not at Metro Park section ?**



# No necessity on keeping road D3 along the waterfront

- The 600m Road D3 (Metro Park Section) remained along the waterfront pending decisions on the cutting of the runway to improve the water quality.
- Remedial efforts in the KT Approach Channel have proven to be effective now. This constraint is no longer valid.

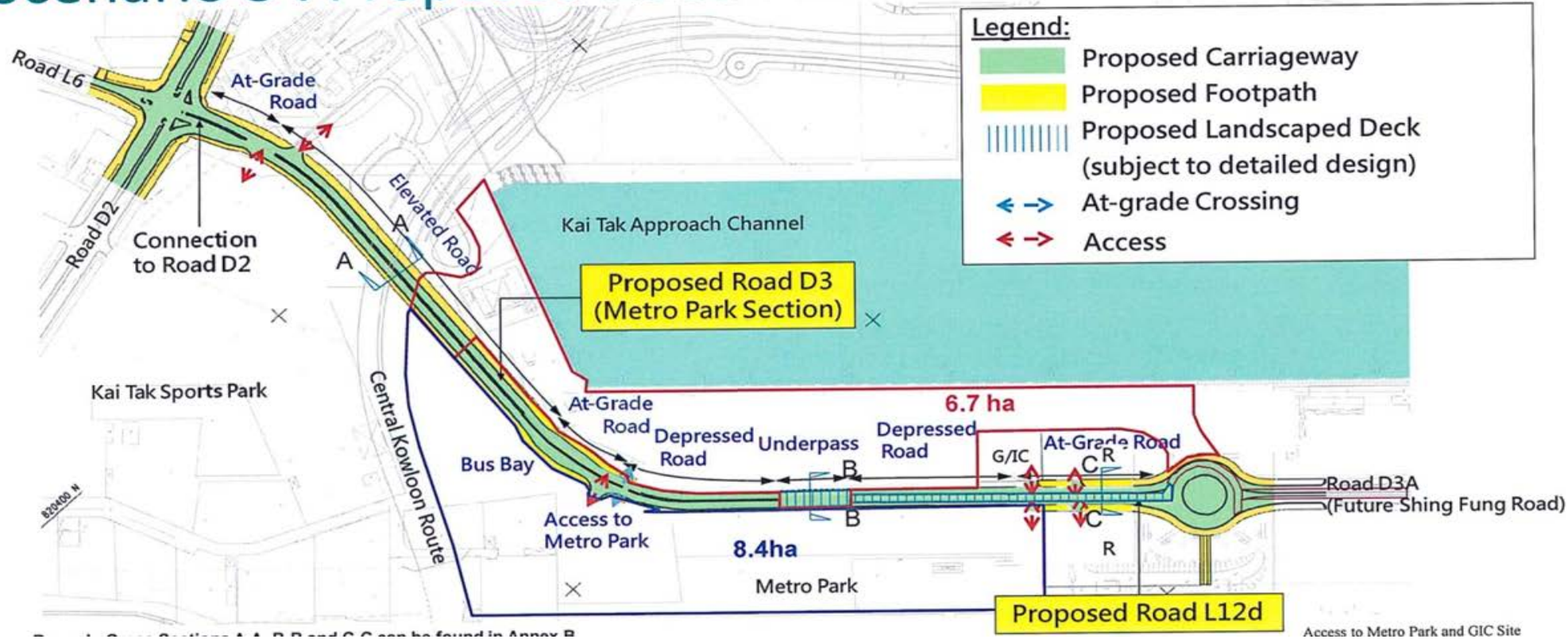




# DHK's Alternative Proposal for a Proper Alignment of Road D3

# DHK's Proposal for Proper Alignment

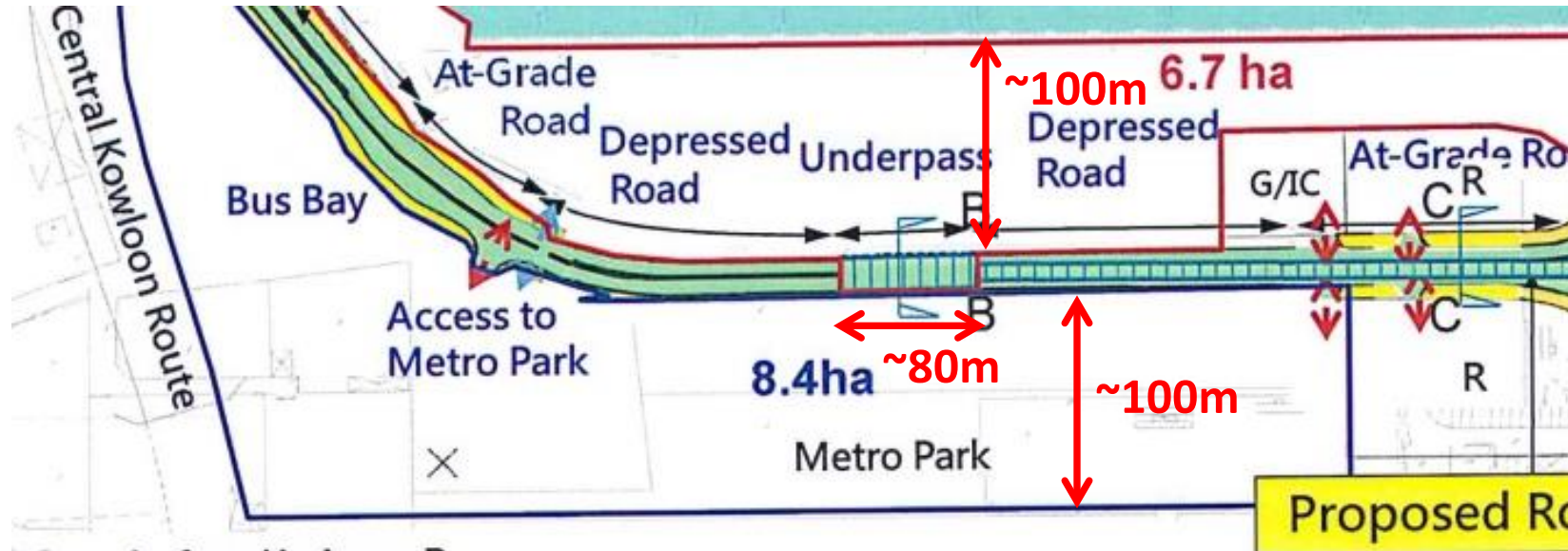
## Scenario 3 : Proposed Road Plan



- **No** Government *Design Brief* for Metro Park.
- A *Comprehensive Design is needed* for the Runway Area of the park.

# DHK's Proposal for Proper Alignment

- Metro Park = 6.7 ha (North) + 8.4 ha (South) = 15ha
- Much more flexibility than CEDD's alignment along waters edge



C can be found in Annex B



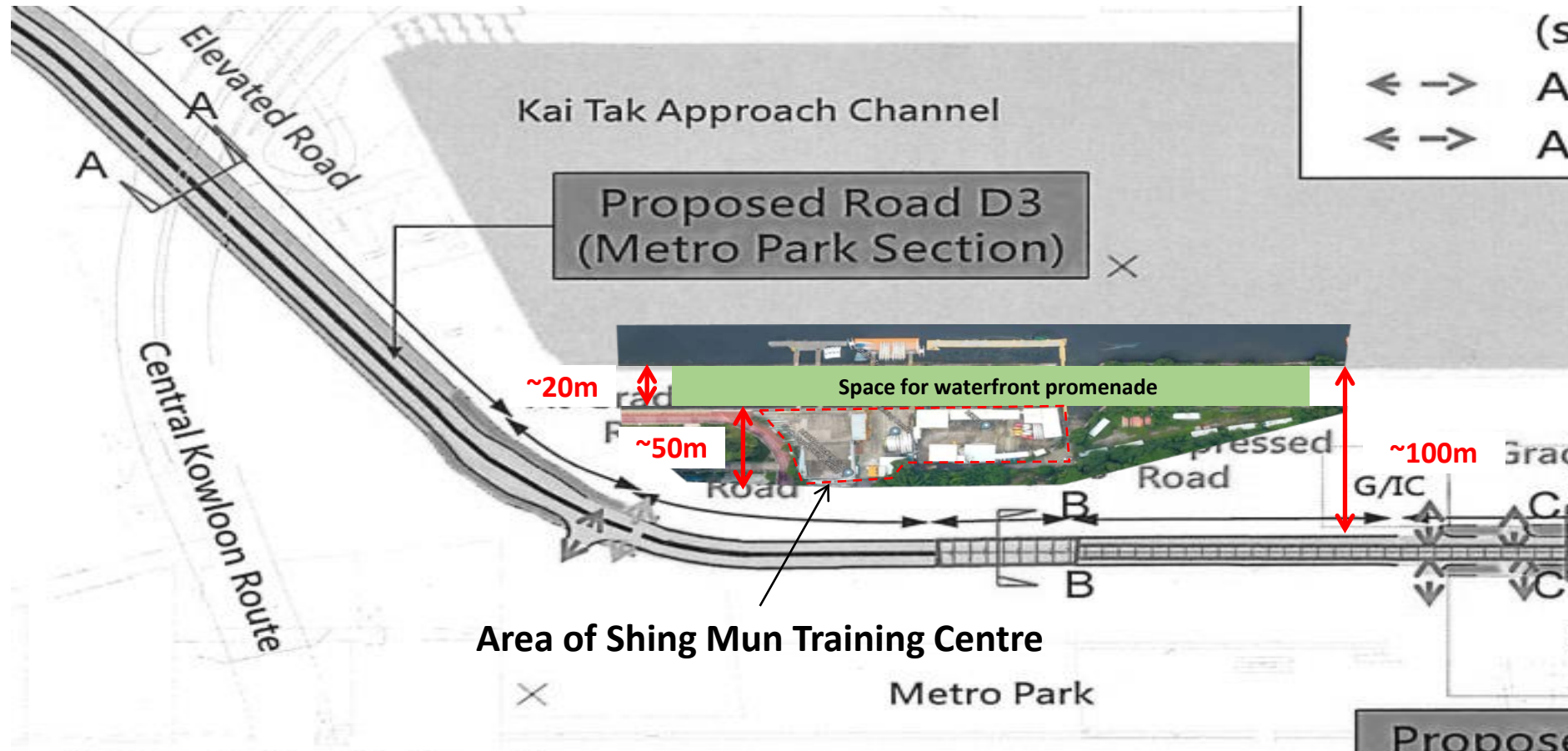
# Tamar Park (Landscape Deck)

- Landscape Deck : Width of ~50m significant landscape connectivity





# Example of Space Requirement:



# Benefits of a proper Road D3 central alignment on the Runway



1. **Water Sports Arena: activation of the water and land interface**
2. **Water Sports Centre** with supporting eateries, commercial facilities.
3. The value of Approach Channel as a **Community Facility.**
4. Support the land-based sports activities of Metro Park as well.
5. Community benefits





# International references

## Toda Tokyo, Japan

- Spectator / Leisure area (all-year round)
- Landscaping
- circulation
- Boat storage facility
- Supporting commercial facilities
- Supporting community sports facilities
- Boat maintenance space

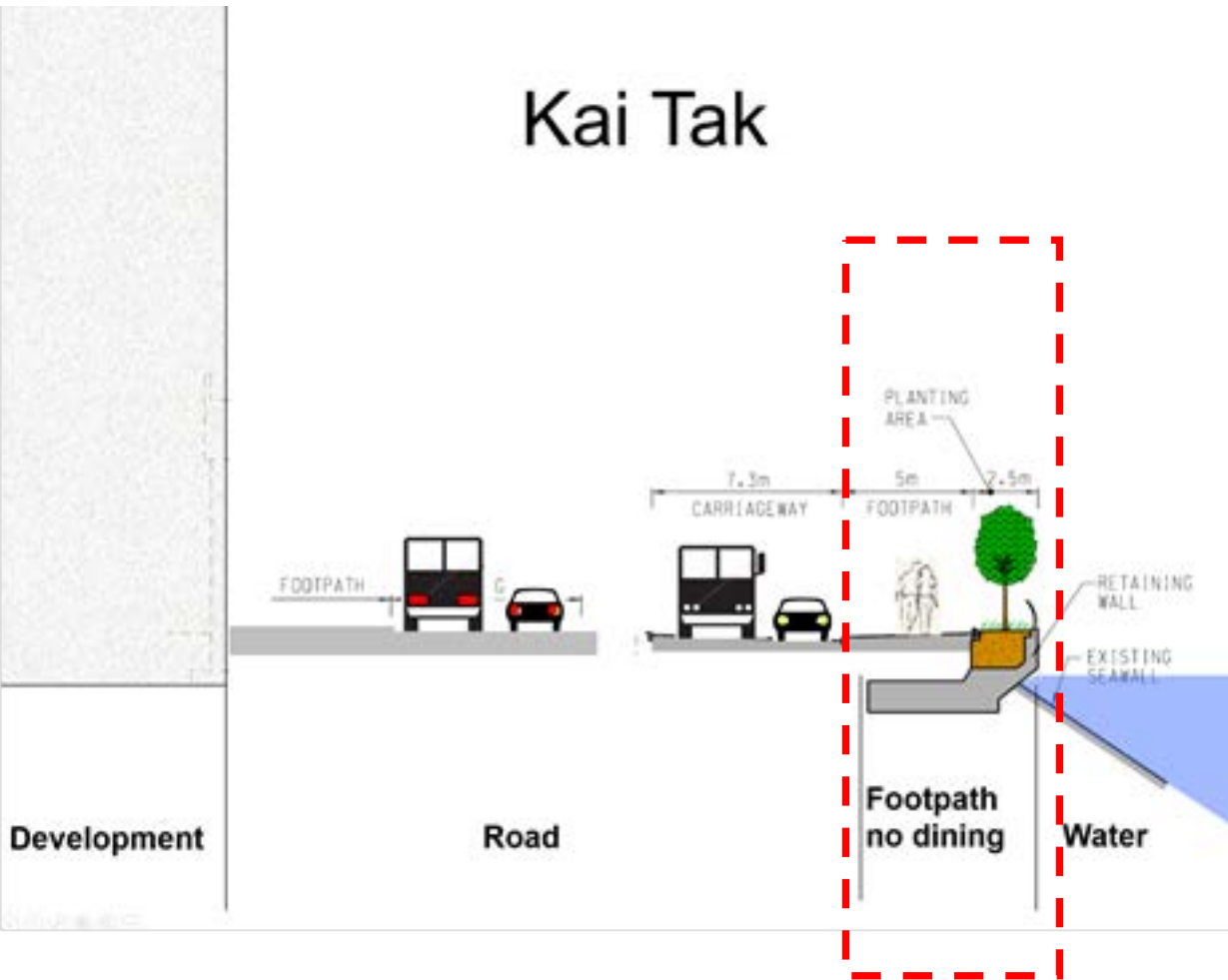




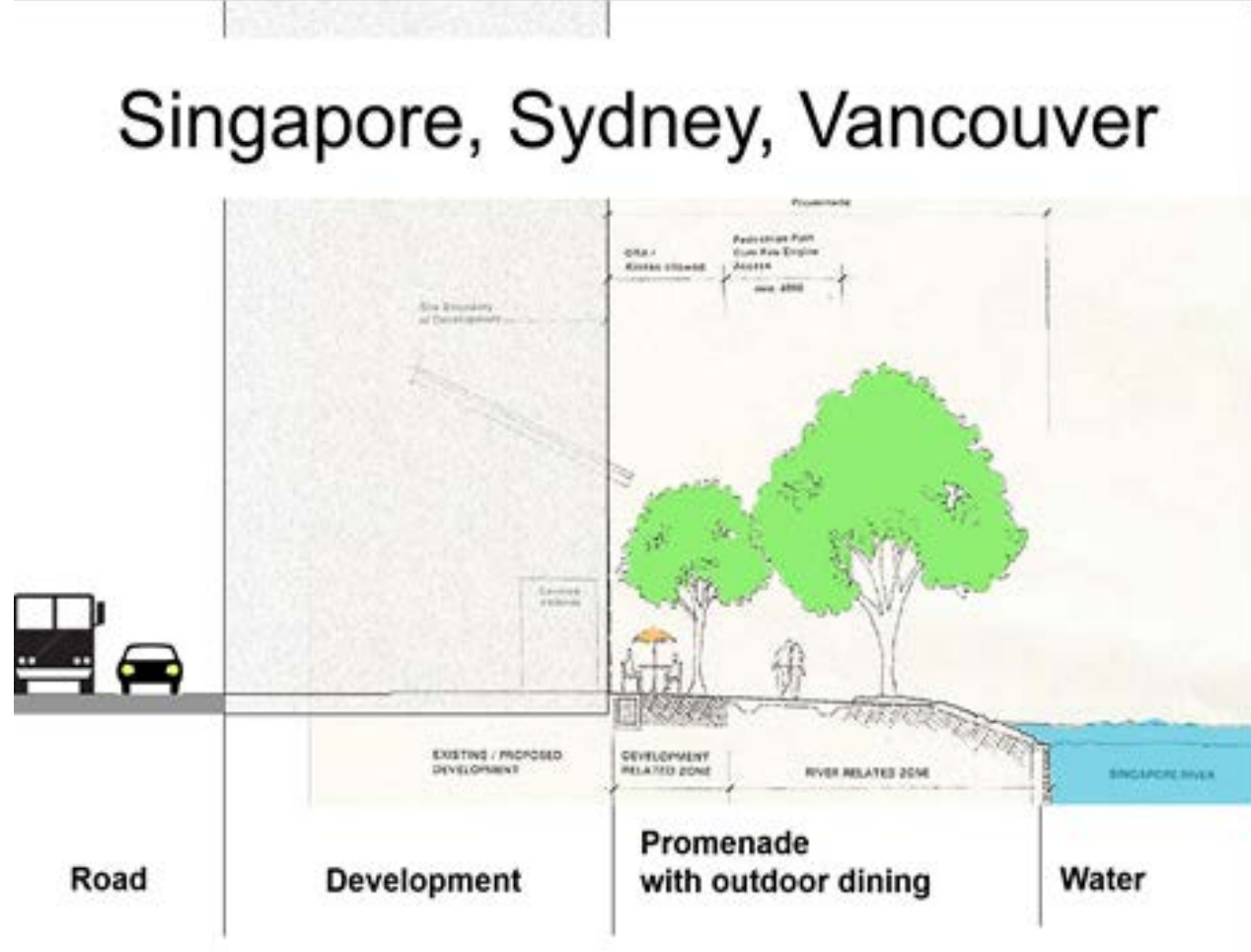
# International references

Cross-section

Kai Tak



Singapore, Sydney, Vancouver





# Darling Harbour Sydney, Australia

Sydney,  
Darling  
Harbour  
combines  
fun  
with  
roads



Sydney, Darling Harbour under the flyovers



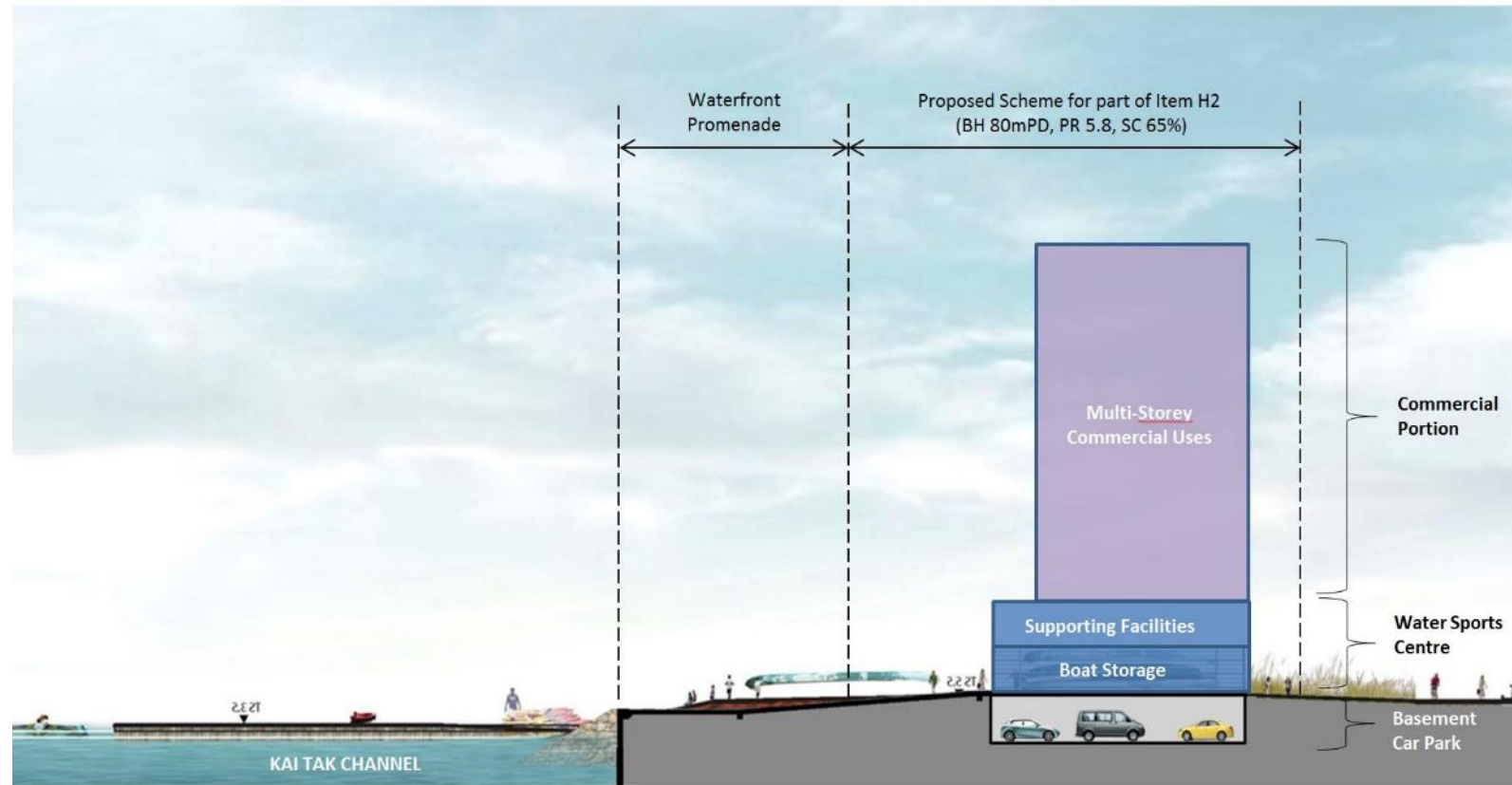


# Conclusion:

- 1) Properly align the Road D3 (MPS) to the centre of Former Runway Area.  
*(Preferred)*
- 2) Make provisions in Road D3 (MPS) for a building on top of the underpass.  
*(Bare minimum)*



# Proposed C(6)



This can accommodate water sports requirements and commercial uses

# End of Presentation