

Hong Kong, February 8, 2005

Panel on Planning, Lands and Works

Legislative Council

Legislative Council Building

8 Jackson Road

Central, Hong Kong

(Fax: 2869-6794 / email: cshiu@legco.gov.hk and asit@legco.gov.hk)

Re: Key points from our presentation on January 25, 2006 regarding Kai Tak.

Honorable Chair and Members,

Herewith we reiterate the key issues and recommendations regarding the Outline Concept plans and future planning for Kai Tak as highlighted in our presentation to you on January 25, 2006:

- An overall harbour plan is required, identifying the territorial requirements for land uses along the harbour-front, and a sustainable allocation of these land uses, including to Kai Tak.
- A Harbour development and management agency is required to look after Kai Tak, in addition to other sites including, among others, West Kowloon and the Central Extension.
- Competitive urban design concepts should be invited from a range of urban planning firms - not one single operator – to ensure choice and creativity.
- With an acute shortage of harbour-front land, the location of a cruise terminal at the tip of the runway, including the associated roads, would sterilize 3 km of harbour-front – whereas there are more efficient solutions around the harbour.
- To ensure diversity and vibrancy we have to:
 - o create streets and communities, not roads and podiums;
 - o reduce the plot sizes;
 - o reduce the 24% of land planned for roads;
 - o reduce the 52% planned for institutions, parks and facilities;
 - o integrate land uses to ensure mixed usage.
- To ensure a living harbour we need to prioritize water-dependent and (commercial AND leisure) marine and marine-supporting land uses along the Kai Tak harbour-front.

- Leisure and commercial marine uses ARE compatible, but we need to increase the typhoon shelter by moving the break waters, converting the runway bridges into draw bridges, and provide suitable land-water interfaces and associated land uses;
- Piers allow a more efficient use of harbour-front land for berthing of vessels. When considering the preservation and management of the harbour, the overriding public need for piers (and associated reclamation for piling) must weighed against the efficiency of use of acute limited harbour-front land.
- The nullah does not need to be reclaimed - nature is already doing its job in cleaning up the sediment as recently photographed by scuba divers.
- As for the smell, we support the proposal made by Robert Wilson. By using sluice gates at the north eastern end and at the south western end (in the proposed channel under through the runway) the tidal flows can be controlled to allowing the entire nullah to be flushed twice a day. We add to this the need for to maintain a raised barrier under water, sufficient to keep the sediment in place, rather than spreading it through out the harbour.

Herewith we so submit for your consideration,

Yours sincerely,

Paul Zimmerman
Convenor, Designing Hong Kong Harbour District
Principal, The Experience Group, Limited

Copy to:

The Harbour-front Enhancement Committee and its Sub-Committee on South-East Kowloon Development, c/o Kelvin CHAN, Fax: 2894 9502, kdpo@pland.gov.hk, kkwchan@pland.gov.hk