

Hong Kong, 24 May 2010

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Hon LAU Wong-fat, GBM, GBS, JP
Chairman
Panel on Development
Legislative Council
Legislative Council Building
8 Jackson Road, Central, Hong Kong
panel_dev@legco.gov.hk

Honorable Chair and Members,

Following are our comments on the progress report on Kai Tak Development.

Re 13: Connect the Kai Tak River with the Approach Channel

A direct pedestrian connection between the south-east tip of the Kai Tak River and the Kai Tak Approach channel is needed to avoid a 'dead-end':



Re 17: Support shifting roads away from the entire Kai Tak waterfront

We support the proposal to shift the roads away from the waterfront. We urge moving ALL roads away from the waterfront including those on the north apron along the waterfront of the approach channel.

Designing Hong Kong Limited
2501, 25/F, Caroline Centre
28Yun Ping Road, Causeway Bay
Hong Kong
Tel: +852 3180 3663
Fax: +852 2187 2305

Re 18: Adaptive re-use of the Kwun Tong Public Cargo Working Area

Upon vacating the cargo working area, priority should be given to marine supporting and water-dependent uses for the area including facilities for mooring, berthing, storage, repair, maintenance, club house and other marine supporting uses.

The area under the Kwun Tong Corridor can be re-used and made vibrant with night markets, food and beverages facilities as there is little risk of interface (noise, nuisance) problems with the adjacent commercial land uses.

Re 19: Integration with adjacent districts

In addition to direct pedestrian linkages, great attention must be given to identifying creative solutions for the wide 'no go' and 'dead' zones formed between the various existing and new roads. All efforts must be made to avoid the same errors as have been made on the West Kowloon reclamation.

Re 20: Views on the EFTS study

We urge for broader consultation of initial views on the EFTS study, including harbour advisors and professionals before the public consultation.

Re 22: Need to redirect storm drain outfalls to open water

(Semi-) enclosed water bodies such as typhoon shelters act like septic tanks, capturing the dirt traveling along with water through the storm drain. Even when all illegal discharges are halted, the long-term water quality can only be assured by redirecting the storm drain outfalls to open water.

To avoid having to construct a large gap in the runway, serious consideration must be given to the use of sluice gates, which can be considered simultaneously with the link to Kwun Tong (no 21 in the visual).

Re 23: Public consultation on the route 6 section through Kai Tak

The design (bulk, appearance, interfaces) of new roads, tunnel portals and related works crossing the former Kai Tak airport must be reviewed with the public and professionals with an aim to achieve a more sensitive design than achieved with P2 in Central or completed on the West Kowloon reclamation.

Yours sincerely,



Paul Zimmerman
Chief Executive Officer
Designing Hong Kong Limited

CC:
Harbour Unit, Development Bureau
Harbour Advisors, Former Harbourfront Enhancement Committee

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