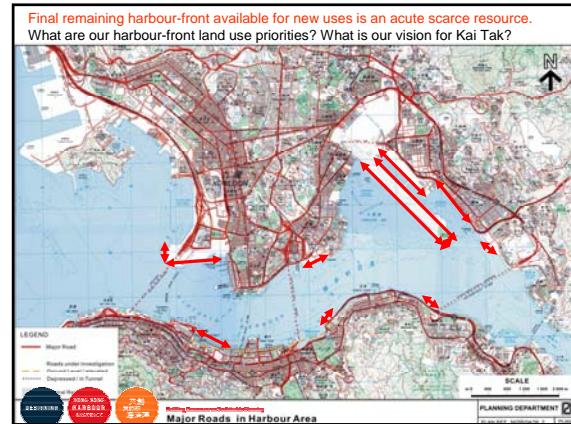


How to go forward with planning Kai Tak? ^{CB(1)801/05-06(01)}

1. Overall harbour plan and role of Kai Tak
2. Harbour Authority (plus West Kowloon, plus Central extension)
3. Invite competitive plans from urban design firms – don't rely on one party for the entire process – to ensure choice and creativity.



A review of the Kai Tak concept plans

1. Cruise terminal in Kai Tak would sterilize 3 km of scarce harbour-front land – there more efficient solutions around the harbour;
2. To ensure diversity and vibrancy we need to:
 - Create streets not roads, build communities not podiums
 - Reduce plot sizes
 - Reduce the 24% of land planned for roads
 - Integrate different land uses: Reduce the 52.5% for institutions, parks and facilities

A review of the Kai Tak concept plans

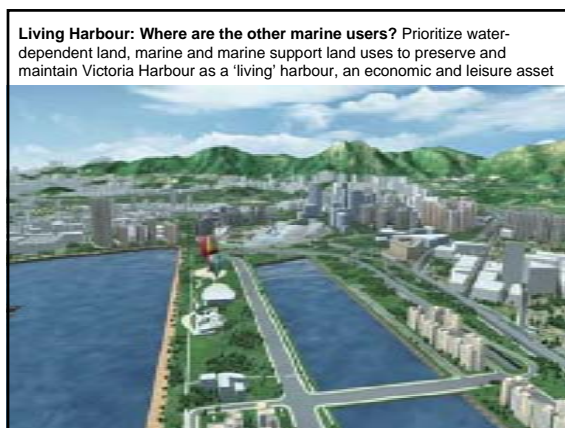
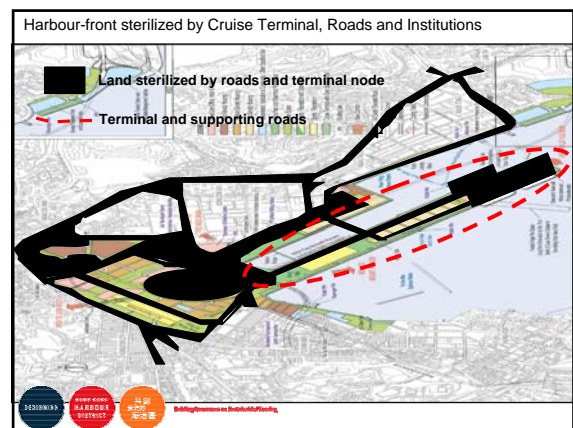
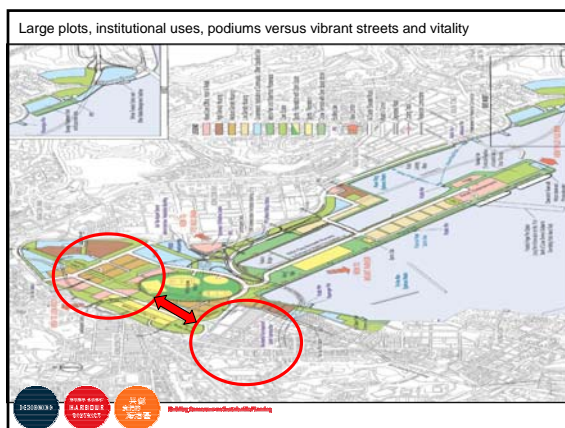
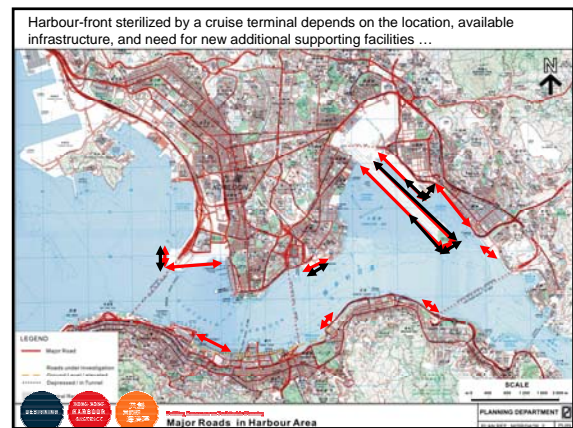
3. To ensure a “living harbour” we need to prioritize land uses for the final remaining harbour-front land:
 - Water-dependent land uses
 - Marine/marine-supporting land uses
4. Leisure and commercial marine uses are compatible – we need to increase typhoon shelter by moving the break waters and convert the runway bridge to a draw bridge
4. The nullah does not need to be reclaimed, nature is already doing its job

Unrealistic spin: industrial cruise home port, retail, hotel, entertainment, heliport, made to look like a green park with wooden decks....



The cruise terminal/tourism node complex creates the need for a four land highway along the water-front....





Living Harbour: Smaller China cruise ships



Living Harbour: Public ferries



Living Harbour: Fast public ferries



Living Harbour: Victoria harbour cruises



Living Harbour: Victoria harbour cruises



Living Harbour: Water taxis



Living Harbour: Water planes



Living Harbour: Tug boats



Living Harbour: More tug boats



Living Harbour: Police boats



Living Harbour: Fire services



Living Harbour: Marine Department



Living Harbour: Motor yachts



Living Harbour: Super motor yachts



Living Harbour: Power boating



Living Harbour: Sailing, sailing



Living Harbour: Fishing and boating



Living Harbour: Wind surfing



Living Harbour: Water skiing



Living Harbour: Canoeing



Living Harbour: Swimming



Living Harbour: Dragon boating and races



Living Harbour: An economic and leisure asset

Which marine users and how many do we plan for?

- Tug boats
- Lighters
- Barges
- Water taxis
- Ferries
- Harbour cruise boats
- International cruises
- China cruises
- Motor yachts
- Sailing boats
- Rowing
- Dragon boating
- Floating restaurants
- Water planes
- Etc
- Etc

What activities do we need to support for these marine users?

- Mooring, berthing
- Loading/unloading cargo and passengers
- Typhoon shelter
- Repair and maintenance
- Storage
- etc

What land water interfaces do they need?

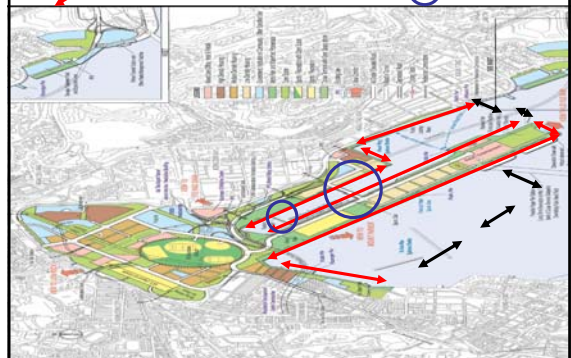
- Piers, landings, steps, bollards
- Ramps
- Break waters
- Etc

What supporting land uses do they need?

- Marinas, club houses
- Parking
- Ship stores
- Warehousing, depots
- etc



What to do in Kai Tak? Increase the typhoon shelter, plan and zone land water interfaces, and build draw bridges to increase the shelter



Building an living harbour: An example from Auckland – 1998 - 2001

Viaduct Harbour, Auckland
November 1998



Viaduct Harbour, Auckland
November 2001



Building a Living Harbour: Rowing facilities



Left : Powered rowing tank at state of the art London Regatta Centre



Bottom: 2000m Rowing Course



Building a Living Harbour: Another example



Building a Living Harbour: Another Example



Building a Living Harbour: Another example



Buidling a Living Harbour: Another example



Building a Living Harbour: Another example



Finally, let's look under the water...



Nature has already started to clean up the nullah

