

Submissions to the Harbour-front Enhancement Committee

1. *Title of the submission* : **Linear City Research-Presentation on Kai Tak**

2. *Name of proponent* : **Prof. Liu Yuyang, Department of Architecture, The Chinese University of Hong Kong**

3. *Brief description of the submission:*

Concept urban design and planning, conducted as a part of the Linear City Research, on the site of Kai Tak. A synoptic statement of the presentation is enclosed.

4. *Benefits and assessments of the feasibility of the submission including its impacts on and interface with the adjoining harbour-front areas, and the sustainability assessments (e.g. social, economic and environmental assessments)* : (Can include supplementary sheets as necessary.)
Not applicable for this presentation

5. *Estimated cost for implementation of the proposal*

(a) *One-off* : (Please also indicate the cash flow requirements.)

Not applicable for this presentation

(b) *Recurrent* : (Please indicate \$ per annum.)**Not applicable for this presentation**

6. *Suggested source of Funding:*

Not applicable for this presentation

7. *Time table for consultation with other statutory/advisory bodies:*

Not applicable for this presentation

8. *Do you wish to make a face-to-face presentation to the HEC? If yes, please advise names and contact addresses/telephone numbers of the presenters.:*

Yes. Please contact:
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District, Neighborhood, Station: The case of Kai Tak
城區, 街坊, 車站: 啟德案例

A Synoptic Statement
提要

From 2003 to 2005, the Architecture Projects Unit of the Department of Architecture, CUHK, was invited as a part of the Linear City Research with a KCRC sponsorship to develop a new conceptual framework and alternative design scenarios which would guide the future development of a rail-served community. The report reflects the result of our work on one of the studied areas: Kai Tak.

With 40 hectares of urban void at the heart of the city ready to be consumed because of its lucrative development potential, and the collective memory represented by the former air strip, Kaitak has begun to galvanize considerable attentions from the Government to private sectors to concerned citizen groups in recent years. The aim of our Kai Tak study is to analysis how the proposed new Shatin-Central rail could impact the existing community, and how urban design and planning could be adopted to enhance its future.

The research investigates the site through increasing levels of resolution, from the regional analysis down to the district, neighborhood, and finally the station. By analyzing the issues of **SCALE, ACCESSIBILITY, URBAN GREEN SPACE, PROGRAM, and POROSITY**, the research provides a basis for understanding and resolving the problematic edge conditions of Kai Tak, and several design scenarios for which issues of density, sustainability, and monumentality can be addressed.

In conjunction, the research team also conducted a series of “design workshops” with invited international experts, to further examine specific issues: Policy and the Public Domain, Radical design interventions, Suburban-Rural Development, and Landscape Urbanism. It is through this combination of field research, design studies, and expert workshops that the researchers worked to arrive at a preliminary conclusion on the possible future development framework.

A summary of our findings can be outlined as follows:

Station as public domain: Station facilities are designed no longer just a transport hub or point of exchange, but to be more inclusive of various public usages with real community needs and social aspirations in mind.

Landscape as infrastructure: “Landscape is ecological and operative”. It serves as a “connective-tissue” to stitch together the fragmented spaces around the station, functioning as a piece of “soft” infrastructure and operating to achieve an ecologically sustainable environment.

Diversification of urban conditions: To encourage sound economic viability, and ultimately, vital urban qualities, as supports for the fundamental assumptions of a rail-served community, it is important that the diversification of urban conditions around and beyond the station is maintained. These include diversifications in terms of both densely built-up areas and vital open spaces.