

TOWN PLANNING BOARD

TPB Paper No. 8791
For Consideration by
the Town Planning Board on 29.4.2011

Kai Tak Development
Stage 2 Public Engagement on the
Preservation of Lung Tsun Stone Bridge Remnants

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PURPOSE

This paper aims to seek comments and suggestions from Members on the land requirement for preserving the Lung Tsun Stone Bridge (the Bridge) remnants, the connectivity with neighbouring heritage resources as well as the approaches of exhibiting the Bridge remnants.

BACKGROUND

2. The Bridge remnants were unearthed between 2008 and 2009 during the archaeological investigations for the Kai Tak Development arranged by the Civil Engineering and Development Department (CEDD). Given the community's interest and concerns on the preservation of the Bridge, CEDD held a two-stage public engagement exercise to collect public views on how best the Bridge remnants can be preserved and presented, under the advice of the Commissioner for Heritage and in collaboration with Antiquities and Monuments Office and Planning Department.

3. The Stage 1 Public Engagement – Understanding Concerns and Envisioning was carried out in mid 2010, aiming to enhance public understanding of the issue and to seek public views on the overall principles and approaches for the preservation of the Bridge remnants. In this regard, we consulted the Wong Tai Sin and Kowloon City District Councils in May 2010, Antiquities Advisory Board on 17 May 2010, Town Planning

Board on 4 June 2010 and Planning Sub-committee of the Land and Development Advisory Committee on 19 July 2010, and conducted two community envisioning workshops cum site visits on 19 and 26 June 2010.

4. The mainstream views collected in the Stage 1 Public Engagement were as follows:

- (a) the Bridge remnants should be preserved “in-situ” ;
- (b) all parts of the Bridge remnants should be preserved and displayed ;
- (c) damaged or missing parts of the Bridge remnants should not be restored if there is insufficient information, so as to avoid any “mock antiquity”;
- (d) the preservation approach should target to restore the historical ambience of the Bridge, but not to imitate the past setting deliberately. Architectural design of the adjacent buildings should complement the Bridge’s preservation plan;
- (e) connection of the Bridge remnants site with neighbouring heritage resources, in particular with Kowloon Walled City Park, should be provided;
- (f) the adjacent developments and the underground shopping street should be integrated with the Bridge remnants site;
- (g) installation of armoured glass cover is not preferred as misting would affect viewing;
- (h) installation of real or simulated waterscape in restoring the Bridge’s past setting should be considered; and
- (i) exhibition and other interpretation facilities should be considered.

STAGE 2 – BUILDING CONSENSUS AND MOVING FORWARD

5. Based on the mainstream views mentioned in paragraph 4 above, the Stage 2 Public Engagement aims at building a consensus with the public on the land requirement for preserving the Bridge remnants as well as on the connectivity with neighbouring heritage resources. Views on the approaches of exhibiting the Bridge remnants are also to be collected to provide a basis for future design.

Land Requirement for Preservation

6. Noting public aspiration for facilities for the interpretation of the Bridge remnants, we propose to provide a 25m-wide preservation corridor to allow in-situ preservation of the remnants of the Bridge, the Pavilion for Greeting Officials, former Kowloon City Pier and excavated sections of seawalls. This will provide a suitable surrounding for public enjoyment and accommodating necessary display facilities.

Connectivity with Kowloon Walled City Park

7. At the Stage 1 Public Engagement, the public urged for a more direct connection between the proposed Bridge preservation corridor and Kowloon Walled City Park (KWCP). To meet this public aspiration, we are now considering the feasibility of two options both involving a pedestrian crossing across Prince Edward Road East (PERE) to Shek Ku Lung Road Playground which will then allow the visitors to continue their heritage tour to KWCP.

Option (1) - Elevated Walkway Option (**Figure 1**)

- To cross PERE via the curvilinear landscaped elevated walkway as delineated in the approved Kai Tak Outline Zoning Plan. The visitors from the preservation corridor will need to route through the commercial site to the walkway in order to cross PERE;

Option (2) – Subway Option (**Figure 2**)

- To provide a direct pedestrian subway from the preservation corridor across PERE.

8. As both of these options have their own pros and cons, we need to achieve a consensus on adopting either the Elevated Walkway Option or the Subway Option as well as rationalizing the pedestrian crossings across PERE within a distance of 600m. Consideration would also be given on how to rationalize the pedestrian crossing facilities along PERE (**Figure 3**).

9. The initial public views collected at the consensus building workshop¹ thus far are that the proposed width of the preservation corridor (not less than 25m) and the Subway Option were supported by the majority of the workshop participants. There were also discussions on the rationalization of the pedestrian crossing facilities along PERE and the corresponding curtailment of the proposed curvilinear landscaped elevated walkway. Only a few participants still preferred retaining the section of the proposed curvilinear landscaped elevated walkway across PERE. Views on the ambience of the preservation corridor, mode of appreciation, preservation and display approaches, and exhibition facilities were also collected. These views would provide a basis for future design.

10. Since the Bridge remnants have encroached onto two commercial sites in the north with the proposed underground shopping street running underneath and two linked residential sites in the south (**Figure 4**), the land use zonings in the vicinity of the Bridge remnants will need to be refined to accommodate the preservation arrangements. Amendments to the Kai Tak Outline Zoning Plan will be made in due course.

ADVICE SOUGHT

11. Members are invited to provide comments and suggestions on the land requirement for preserving the Bridge remnants as well as on the connectivity with neighbouring heritage resources. Views on the approaches of exhibiting the Bridge remnants are also welcome to provide a basis for future design.

¹ A consensus building workshop was held on 22 January 2011, which was attended by about 100 participants. In the workshop, Dr Joseph Ting presented the historical and social aspects of the Bridge and Mr Christopher Law presented the examples of heritage conservation approaches worldwide and the means of heritage interpretation.

ATTACHMENTS

- Figure 1 Curvilinear Elevated Walkway Connection between the Bridge and the Kowloon Walled City Park
- Figure 2 Proposed Subway Connection between the Bridge and the Kowloon Walled City Park
- Figure 3 Proposed Connections to Kowloon City
- Figure 4 Location of the Bridge Remnants on Kai Tak Outline Zoning Plan

**CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
PLANNING DEPARTMENT**

APRIL 2011

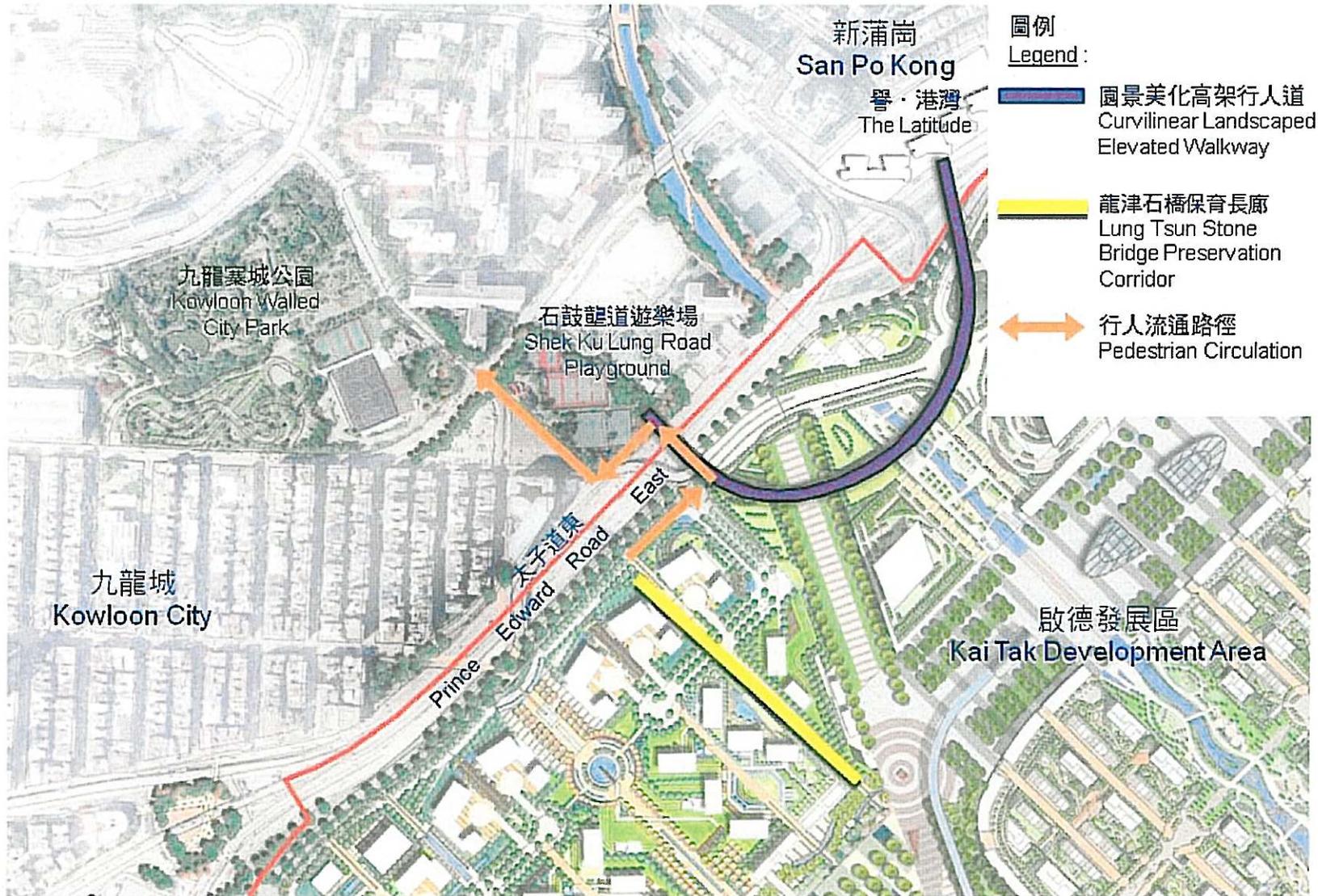


Figure 1

Curvilinear Elevated Walkway Connection between the Lung Tsun Stone Bridge Preservation Corridor and the Kowloon Walled City

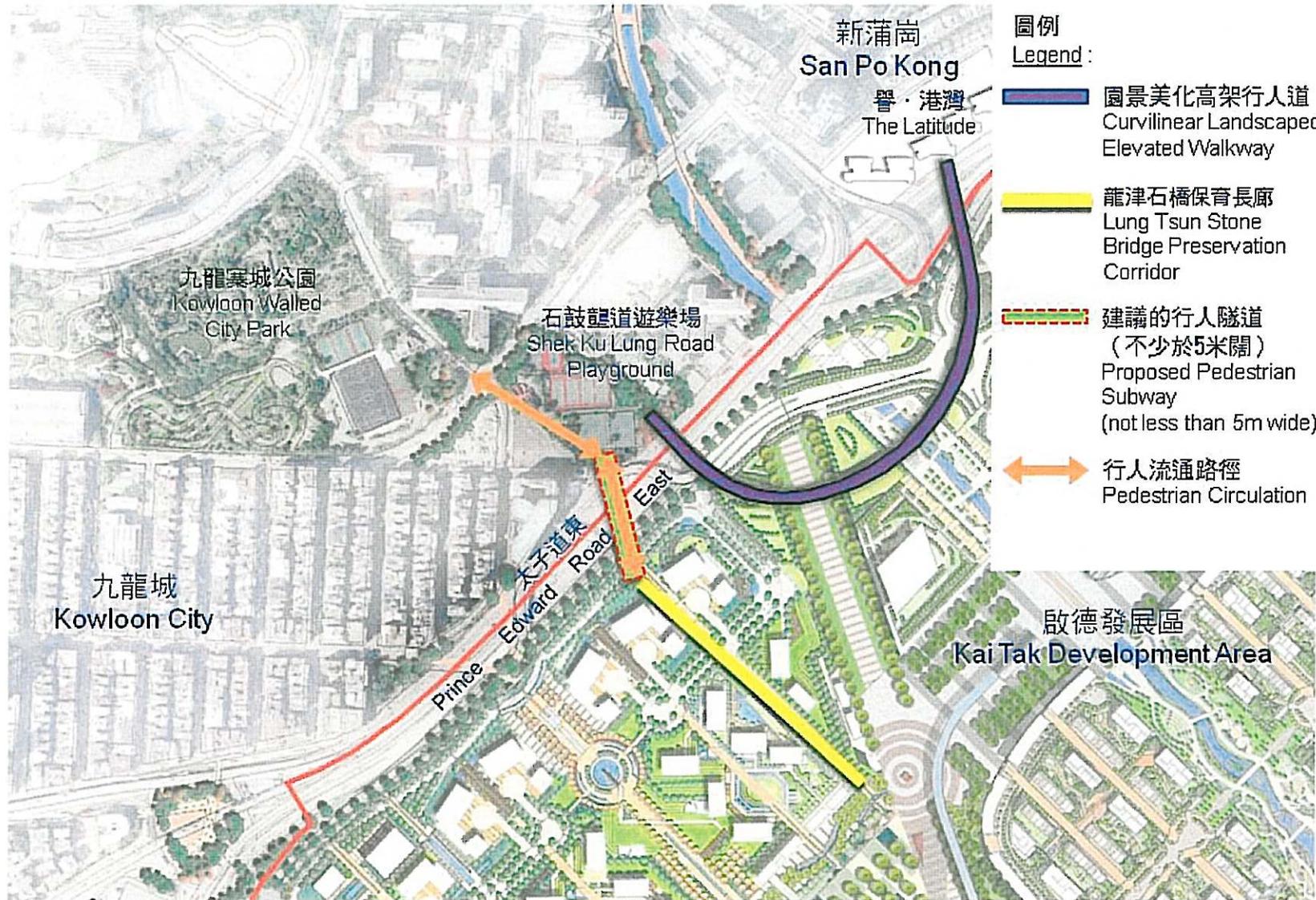
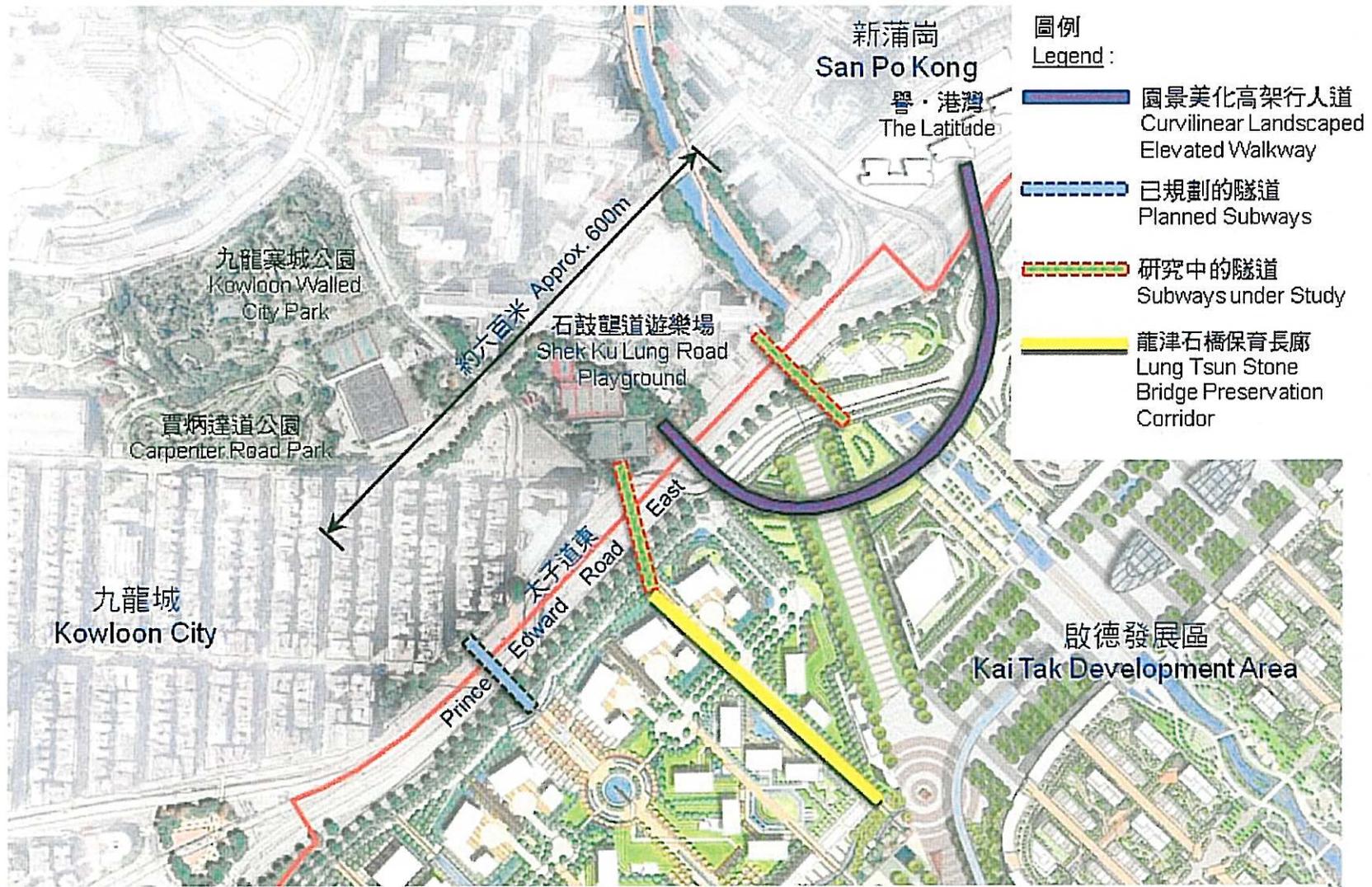


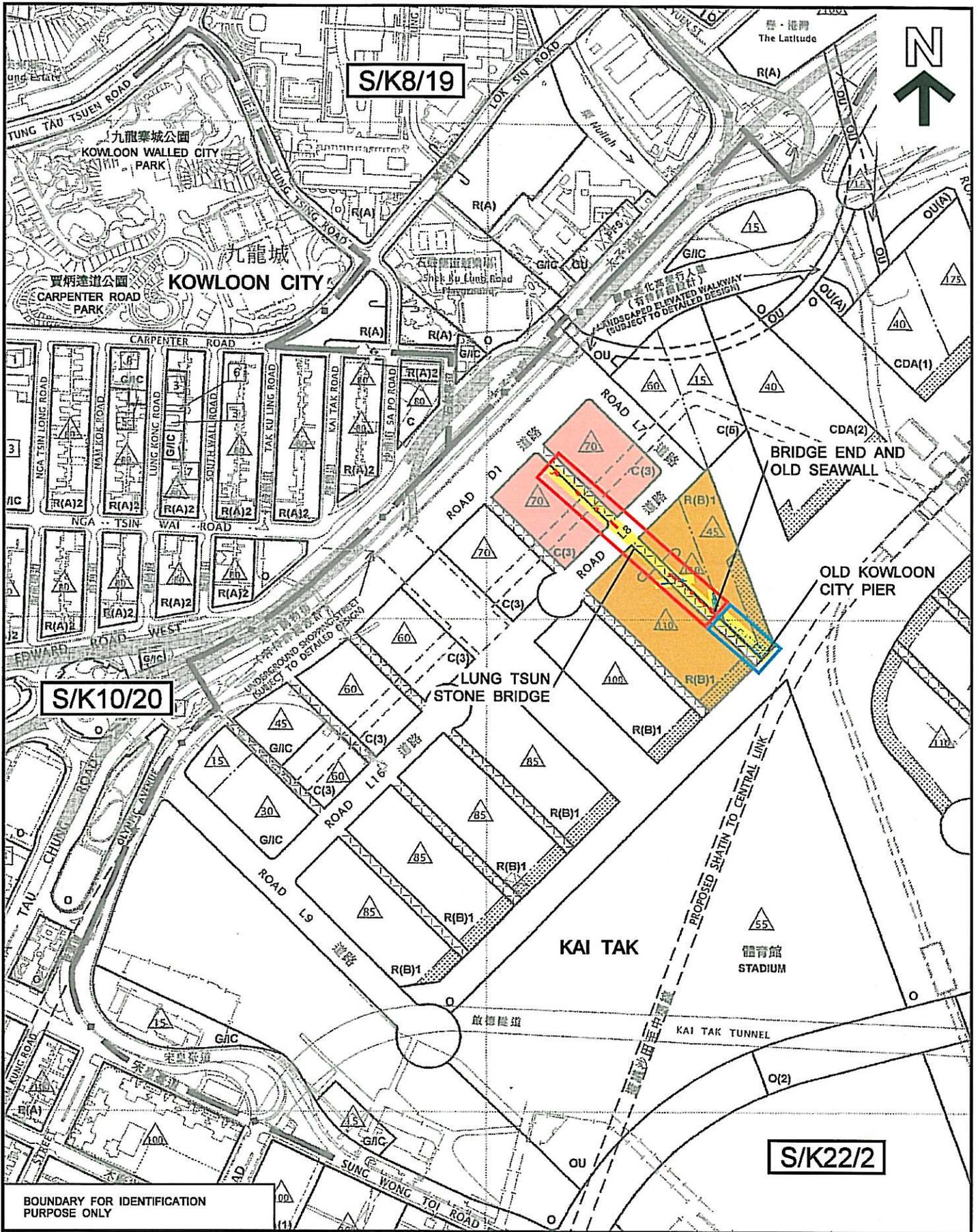
Figure 2

Proposed Subway Connection between the Lung Tsun Stone Bridge Preservation Corridor and the Kowloon Walled City



Proposed Connections between Kai Tak Development and Hinterland

Figure 3



BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

EXTRACT PLAN PREPARED ON 19.5.2010
 BASED ON OUTLINE ZONING PLANS No.
 S/K8/19 APPROVED ON 5.5.2009,
 S/K10/20 APPROVED ON 4.11.2008 &
 S/K22/2 APPROVED ON 6.11.2007

THE LUNG TSUN STONE BRIDGE REMNANTS

SCALE 1 : 5 000
 METRES 100 0 100 200 METRES

PLANNING DEPARTMENT

M/K22/10/79

FIGURE 4