

# Task Force on Kai Tak Harbourfront Development

For discussion  
on 1 November 2017

TFKT/20/2017

## Lung Tsun Stone Bridge Preservation Corridor at Kai Tak

### PURPOSE

This paper is to seek Members' views on the design of the Lung Tsun Stone Bridge Preservation Corridor at Kai Tak (LTSBPC).

### BACKGROUND

2. The Lung Tsun Stone Bridge was a landing pier built between 1873 and 1875 at the coastline of the old Kowloon City. The Bridge was originally about 200 metres in length and from 2.6 to 4 metres in width. It was buried due to Kai Tack Bunds in the 1920s and the former airport development during the Japanese Occupation. In April 2008, the remnants of the Bridge were first identified during an archaeological investigation under the Environmental Impact Assessment study for the Kai Tak Development. After public consultation and further study, in-situ preservation of the Bridge was recommended. Accordingly, a 30m-wide corridor of open space for preservation of the Bridge was designated in the amendment to Kai Tak Outline Zoning Plan (S/K22/2) in 2011.

3. The project covers two sites (Site A and B) of about 1.45 hectares (ha). Site A where the Bridge remnants lies has an area of about 12,200 m<sup>2</sup> and is located at the Kai Tak city centre near Road L7. Site B has an area of 2,300 m<sup>2</sup> inside the Shek Ku Lung Road Playground. A location plan is at **Annex A**.

### SCOPE OF WORKS

4. The scope of the project includes –

#### **Site A**

In-situ preservation of the Bridge remnants and the construction of a preservation corridor for public appreciation and leisure purpose; details of the works are –

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- (a) archaeological work for display of Bridge remnants;
- (b) conservation treatment to ensure the structural integrity of the Bridge remnants;
- (c) interpretation facilities, including display areas, to facilitate public appreciation of the Bridge remnants and the relationship between the Bridge and the Kowloon Walled City;
- (d) open space with a continuous traffic-free pedestrian walkway along the corridor;
- (e) landscaped areas with benches and shelters;
- (f) facilitation for connection with the adjacent developments and the proposed Underground Shopping Street to be constructed by others;
- (g) ancillary facilities including meter room, first aid room, toilets, baby care room, drinking fountains and store rooms etc;
- (h) interface with the pedestrian subway underneath Prince Edward Road East to be constructed by others.

### **Site B**

Modification of the walkway within Shek Ku Lung Road Playground that heads to the Kowloon Walled City Park from the pedestrian subway connected the LTSBPC. Details of the works are –

- (a) a landscaped walkway that heads to the Kowloon Walled City Park from the exit of the pedestrian subway underneath Prince Edward Road East, with benches, landscaped garden and vertical greening areas on the external walls of the 5-a-side soccer pitches along the landscaped walkway;
- (b) pedestrian entrance/exit connected to Sa Po Road.

## PROPOSED DESIGN

5. To gather creative design concepts and to encourage public participation, the Civil Engineering and Development Department (CEDD) in collaboration with a number of government departments and professional institutes launched the “Design Ideas Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants” in September 2013. The current design of the project has made reference to the winning entry of the design competition. We have also taken into account the following Harbour Planning Principles when drawing up the design –

### **(a) Vibrant and Accessible Harbour**

Although LTSBPC is not immediately fronting the promenade, it serves as one of the connecting paths from Kowloon City and Wong Tai Sin Districts to the Kai Tak Station of the Station Square at Kai Tak, an iconic hub in the heart of Kai Tak Development. It provides an interesting, pleasant, safe and easy access from the old city area to the hinterland of Kai Tak.

### **(b) Sustainable Development**

The Bridge is of high historical significance due to its emergence relating to the Qing Government’s civil and military establishment as well as the local community in late 19th century, its strategic position to uphold the Qing Government’s jurisdiction on Kowloon Walled City in the Convention between Great Britain and China Respecting an Extension of Hong Kong Territory, and its burial associated with Kai Tack Bunds and the airport development during the Japanese Occupation period and colonial period. Its in-situ preservation through this project demonstrates the co-existence of new development and the Bridge remnants. While satisfying the commuting needs of residential and commercial sites of old and new development in the vicinity, the walkways in this project also provides a pleasant platform for visitors to walk alongside and appreciate the whole Bridge. It helps enhance the local living environment and meet the social and environmental needs of the nearby residents, tourists and visitors. At Site B, the walkway within the Shek Ku Lung Road Playground will be modified to enhance and

reminisce the connection between the Bridge and the Kowloon Walled City Park while maintaining the harmony with the playground's existing facilities to meet local demand.

### **(c) Integrated Planning**

The LTSBPC is designed to ensure connectivity with the surrounding developments, underground shopping street, and the pedestrian subway across Prince Edward Road East. Through its open end design, the LTSBPC will also integrate seamlessly with the adjacent Station Square project, works agent of which is also the Architectural Services Department. It is part of a holistic planning of connections, space and landscaping which link up the surrounding developments and open space.

The link between the Bridge and the Kowloon Walled City Park provided through the modification works at Site B aims to provide an comprehensive experience of visitors to the heritage sites.

### **(d) Public Enjoyment**

The LTSBPC provides a nice environment for public to understand the history of the Bridge and appreciate its remnants. The walkways alongside and across the Bridge facilitates viewing at different distances and from different angles. For public walking past, the LTSBPC also provides a pleasant path and facilitate their commuting to adjoining sites and open spaces.

### **(e) Stakeholder Engagement**

Given the community's interest and concerns on the preservation of the Bridge after its discovery in 2008, CEDD held a two-stage public engagement exercise in 2010-2011 to collect public views on how best the Bridge remnants can be preserved and presented. The Antiquities Advisory Board (AAB), Kowloon City District Council (KCDC) and the Wong Tai Sin District Council (WTSDC) were also consulted on the public engagement exercise in 2010.

A Value Management Workshop was held on 9 March 2016 to collect views to facilitate design of the project, with participation of stakeholders, including members of the AAB, the Task Force on Kai Tak Harbourfront Development, the Leisure and District Facilities Management Committee (LDFMC) under the KCDC and the District Facilities Management Committee (DFMC) under WTSDC. We consulted the LDFMC of KCDC and the DFMC of WTSDC on the sketch design of LTSBPC in January and March 2017 respectively. Both the LDFMC of KCDC and the DFMC of WTSDC endorsed the outline design and requested for its early implementation. The AAB was also consulted on the Heritage Impact Assessment (HIA) in respect of the LTSBPC in September 2017 and generally supportive to the HIA.

6. Layout plans and the proposed design of the project are at **Annex B**.

### **THE WAY FORWARD**

7. After consultation with the Task Force and the District Councils, ArchSD will incorporate comments received into the detailed design.

### **VIEWS SOUGHT**

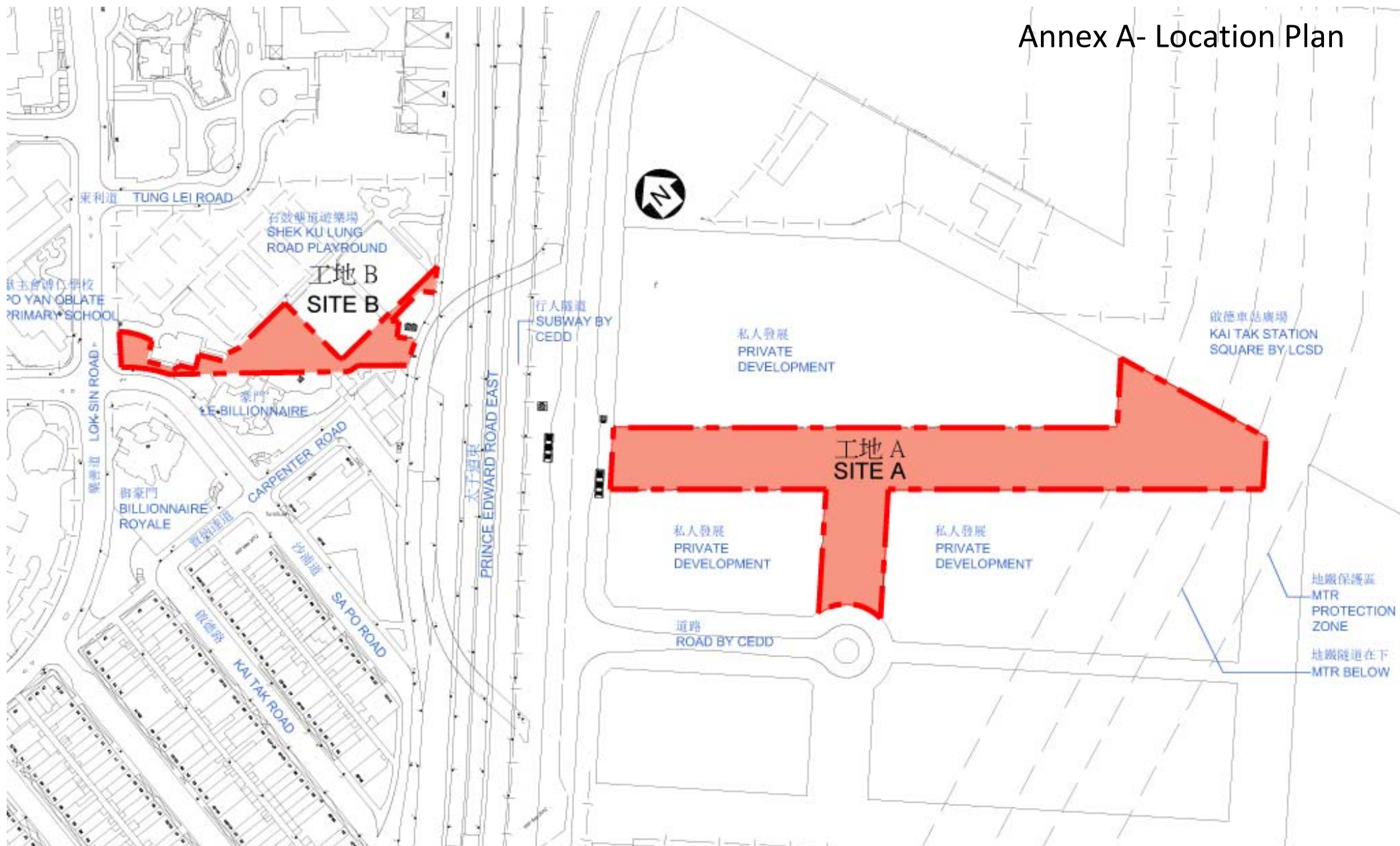
8. Members are invited to give comments on the design of the project.

**Annex A**      Location Plan

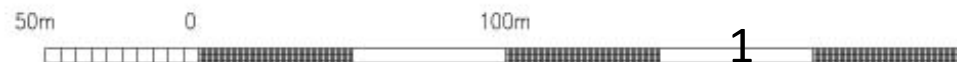
**Annex B**      Layout Plan

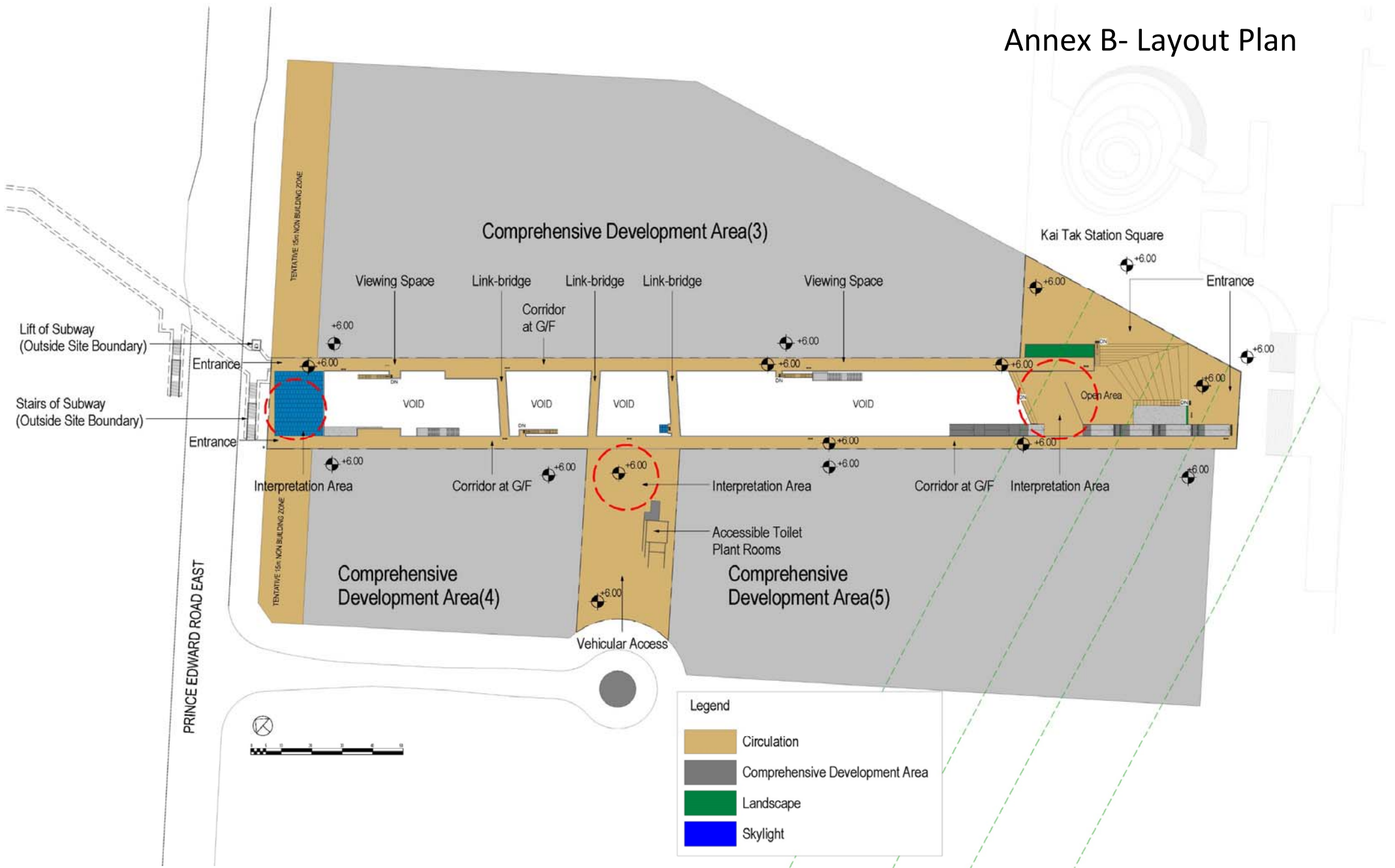
**Architectural Services Department  
Leisure and Cultural Services Department  
October 2017**

# Annex A- Location Plan



位置圖 LOCATION PLAN

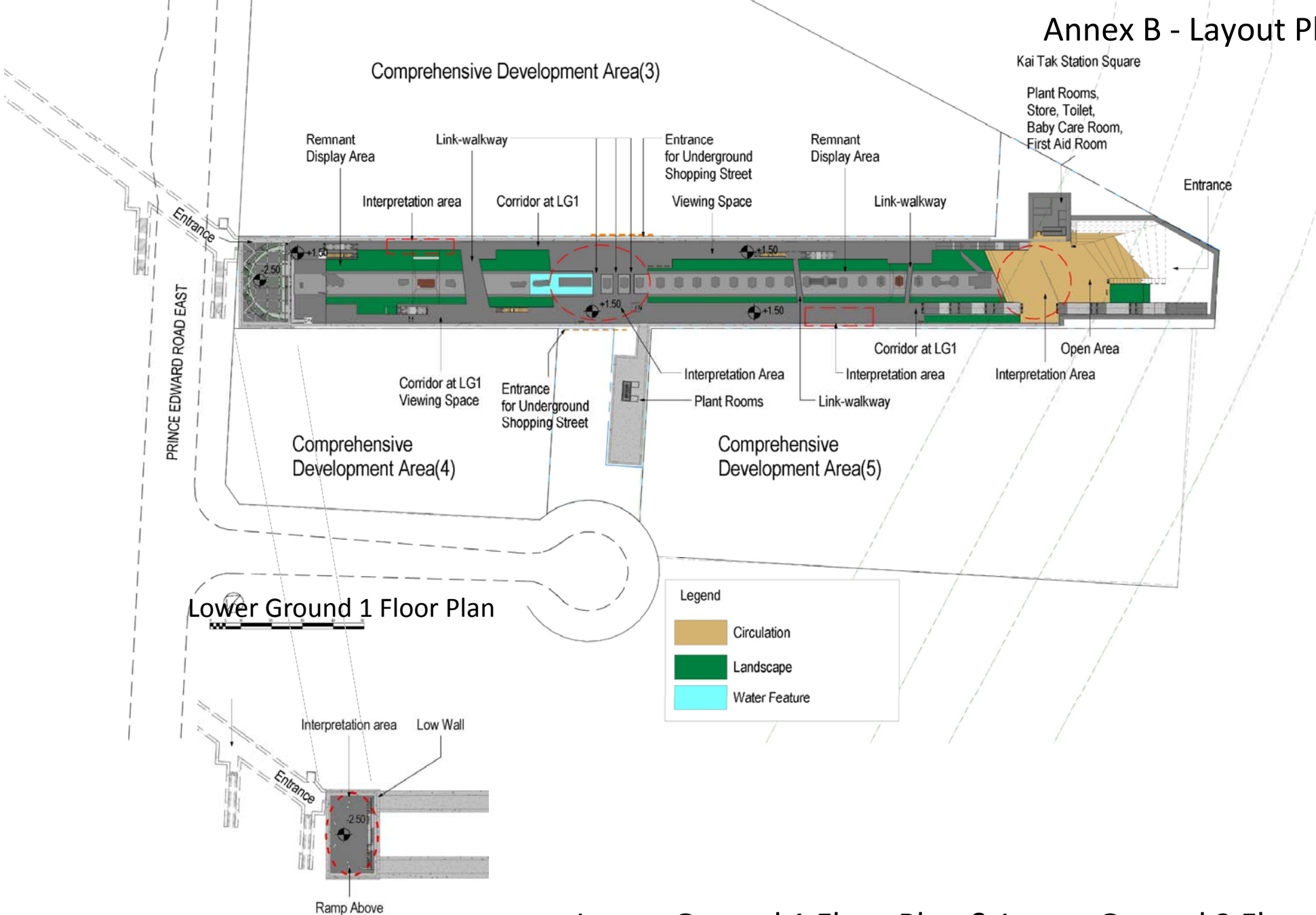




Ground Floor Plan



# Annex B - Layout Plan



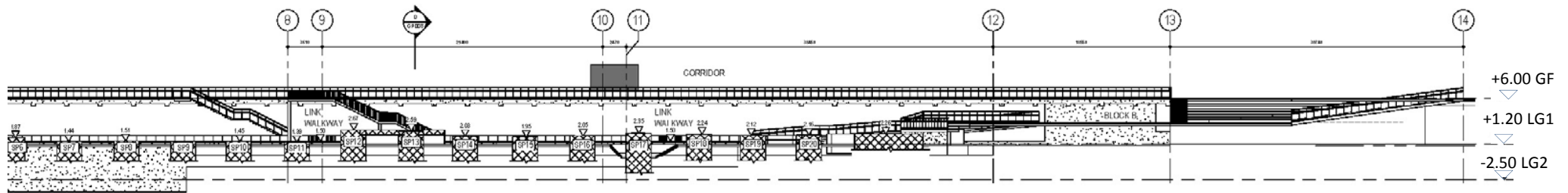
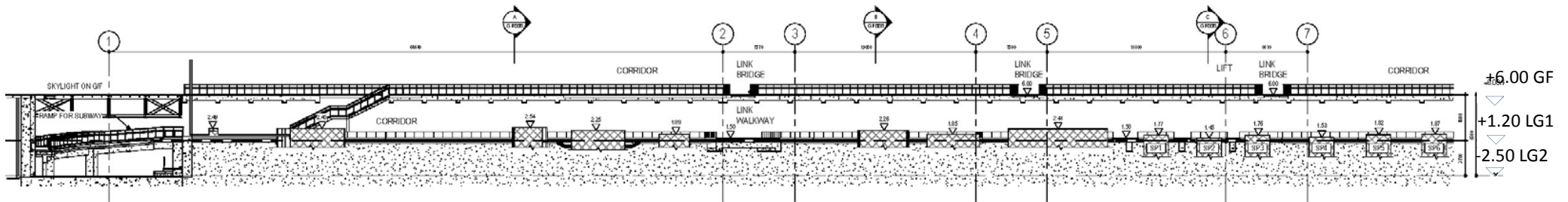
Lower Ground 1 Floor Plan & Lower Ground 2 Floor Plan

Lower Ground 2 Floor Plan





# Annex B- Layout Plan



Sections

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