

**For discussion  
on 15 June 2011**

**BOARD PAPER  
AAB/12/2011-12**

**MEMORANDUM FOR MEMBERS OF THE  
ANTIQUITIES ADVISORY BOARD**

**KAI TAK DEVELOPMENT  
URBAN DESIGN ENHANCEMENT PROPOSALS  
IN CONNECTION WITH  
PRESERVATION OF LUNG TSUN STONE BRIDGE REMNANTS**

**PURPOSE**

This paper aims to introduce the urban design enhancement proposals in connection with the preservation of the Lung Tsun Stone Bridge (the Bridge) remnants and seek Members' views on these proposals.

**NEED FOR URBAN DESIGN ENHANCEMENT**

2. Since the approval of the Kai Tak Outline Zoning Plan (approved OZP) in November 2007, implementation of the Kai Tak Development (KTD) has been in full swing in accordance with this comprehensive planning framework. However, with the need for subsequent development refinements as set out below, the approved OZP has to be amended in order to achieve urban design enhancement for KTD to meet its vision for developing "A Distinguished, Vibrant, Attractive and People-oriented Kai Tak by the Victoria Harbour":

- a) Preservation of the Bridge remnants taking account of the views collected in public engagement exercise; and
- b) Relocation of roads away from the waterfront to improve accessibility.

## **CURRENT PROGRESS**

3. Works on other key projects, including the cruise terminal building, the first berth, the public housing development, the early phase of District Cooling System and associated supporting infrastructure have commenced and are progressing well for completion in 2013. Funding will be sought in mid 2011 for commencement of next batch of projects in latter half of the year, including improvement works at Kai Tak approach channel and Kwun Tong typhoon shelter, construction of stage 2 infrastructure in the north apron area, and the reprovisioning of radar on top of the cruise terminal building. The next batch of projects, comprising Runway Park, Kai Tak Government Offices, “Flat for Flat”, and Shatin to Central Link (SCL), have entered into the planning and/or design phase.

## **KEY PROPOSALS**

### Preservation of remnants of Lung Tsun Stone Bridge

4. Responding to public aspiration for preserving the Bridge remnants, we conducted a two-stage public engagement exercise between mid 2010 and early 2011 that included site visits, public workshops and consultations with AAB, District Councils and other stakeholders. During the engagement exercise, the public generally considered a preservation corridor of not less than 25m wide could provide adequate space for the appreciation of the Bridge remnants and the display of associated interpretation facilities. To provide greater flexibility in the interpretation design, we propose to provide a 30m wide preservation corridor. The entire corridor together with the plaza at its southern end connecting to the Station Square is proposed to be rezoned as “Open Space” (“O”) to reflect the planning intention to preserve the remnants in a setting for public enjoyment.

5. In view of the historical linkage between the Bridge and the Kowloon Walled City, the public generally supports using pedestrian subway across Prince Edward Road East (PERE) to connect the preservation corridor with

Shek Ku Lung Road Playground and thence the Kowloon Walled City Park. The subway can be designed with a heritage theme as a continuity of that for the preservation corridor.

6. To provide space for accommodating the preservation corridor, we propose to adjust the boundaries of the development sites in the vicinity. We also propose to rezone the three adjoining development sites to “Comprehensive Development Area” (“CDA”) to ensure harmony in their design and layout with the preservation corridor through statutory planning control mechanism. The land use refinements in connection with preservation of Bridge remnants are at **Annex 1**.

## **OTHER REFINEMENTS CONSEQUENTIAL TO THE INCORPORATION OF THE BRIDGE PRESERVATION SCHEME**

7. As a consequence of designating the preservation corridor, we need to fine-tune the land uses and development parameters for some development sites to further enhance the gateway image along the Lung Tsun Stone Bridge and Kai Tak River as well as to maintain the overall development quantum in the Kai Tak City Centre.

8. Responding to public views in favor of a pedestrian subway connecting the Bridge’s preservation corridor to Kowloon City across PERE, and to rationalise the pedestrian crossing facilities along PERE, we propose to curtail the curvilinear landscaped elevated walkway, and to merge the walkway with a commercial site. The commercial site will be rezoned as “Other Specified Uses” (“OU”) for arts and performance-related uses providing venue for outdoor art performance and a public viewing platform. The original commercial gross floor area (GFA) will be transferred to a “CDA” site west of Kai Tak River. Together with the landmark building in the “CDA” site east of Kai Tak River, a twin-tower will be constructed along Kai Tak River to reinforce the gateway image. The same development parameters, i.e. a plot ratio of 8 and two building height sub-zones of 40mPD and 175mPD within each site, are proposed. (See **Annex 2**)

9. Furthermore, it is public's expectation to connect the Bridge's preservation corridor with the Underground Shopping Street (USS). The layout of the Underground Shopping Street (USS) connecting to Kowloon City has been refined to align under public roads, the preservation corridor, and open spaces where possible and connected to the SCL stations to capitalise on the potential patronage. (See **Annex 3**)

10. The incorporation of the preservation corridor will also reduce the area of land originally planned for residential development. With a view to maintain the overall development quantum of the Kai Tak City Centre, we propose to adjust the split of domestic/non-domestic plot ratio of the two sites zoned "Other Specified Use (Mixed Use)".

### **OTHER ENHANCEMENT PROPOSALS IN KAI TAK**

11. Relocation of planned roads in the Runway and the South Apron away from the waterfront is proposed to enhance public accessibility and enjoyment. A proposed townscape design concept having high and low residential blocks with central courtyard will be adopted for the Grid Neighbourhood sites. Part of the previously planned non-domestic GFA of the cruise terminal site is proposed to be transferred to the Tourism Node. An overall greening area of at least 30% is also proposed for Kai Tak's development sites.

### **OVERALL DEVELOPMENT INTENSITY OF KAI TAK**

12. By incorporating the above preservation and enhancement proposals, we expect the overall development quantum of Kai Tak, including the domestic and non-domestic GFA, will remain largely the same compared with that in the approved OZP (only slightly increased by about 1%). Area for "G/IC" uses will be increased by 5% and area of "Open Space" will be the same.

## **KAI TAK OUTLINE DEVELOPMENT PLAN AND OUTLINE ZONING PLAN**

13. We are consulting the public and major stakeholders, including relevant District Councils, Town Planning Board and Harbourfront Commission on the above proposals. Views collected will form the basis for amending the Outline Development Plan and Outline Zoning Plan for Kai Tak.

### **ADVICE SOUGHT**

14. Members are invited to comment on the above urban design enhancement in connection with the preservation of the Bridge remnants.

Civil Engineering and Development Department  
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