



# **Preservation of Lung Tsun Stone Bridge Remnants**

**Briefing to the Hong Kong Institute of Architects**

24 February 2011



# *Kai Tak Development*

## **Planning Vision**

A distinguished, vibrant, attractive and people-oriented Kai Tak by the Victoria Harbour

## **Planning Goals**

- Heritage, green, sports and tourism hub of Hong Kong
- Green web for sustainable development
- Quality living environment





Kai Tak – over 320 ha  
(Former Airport)

Kowloon

Victoria Harbour

Hong Kong Island



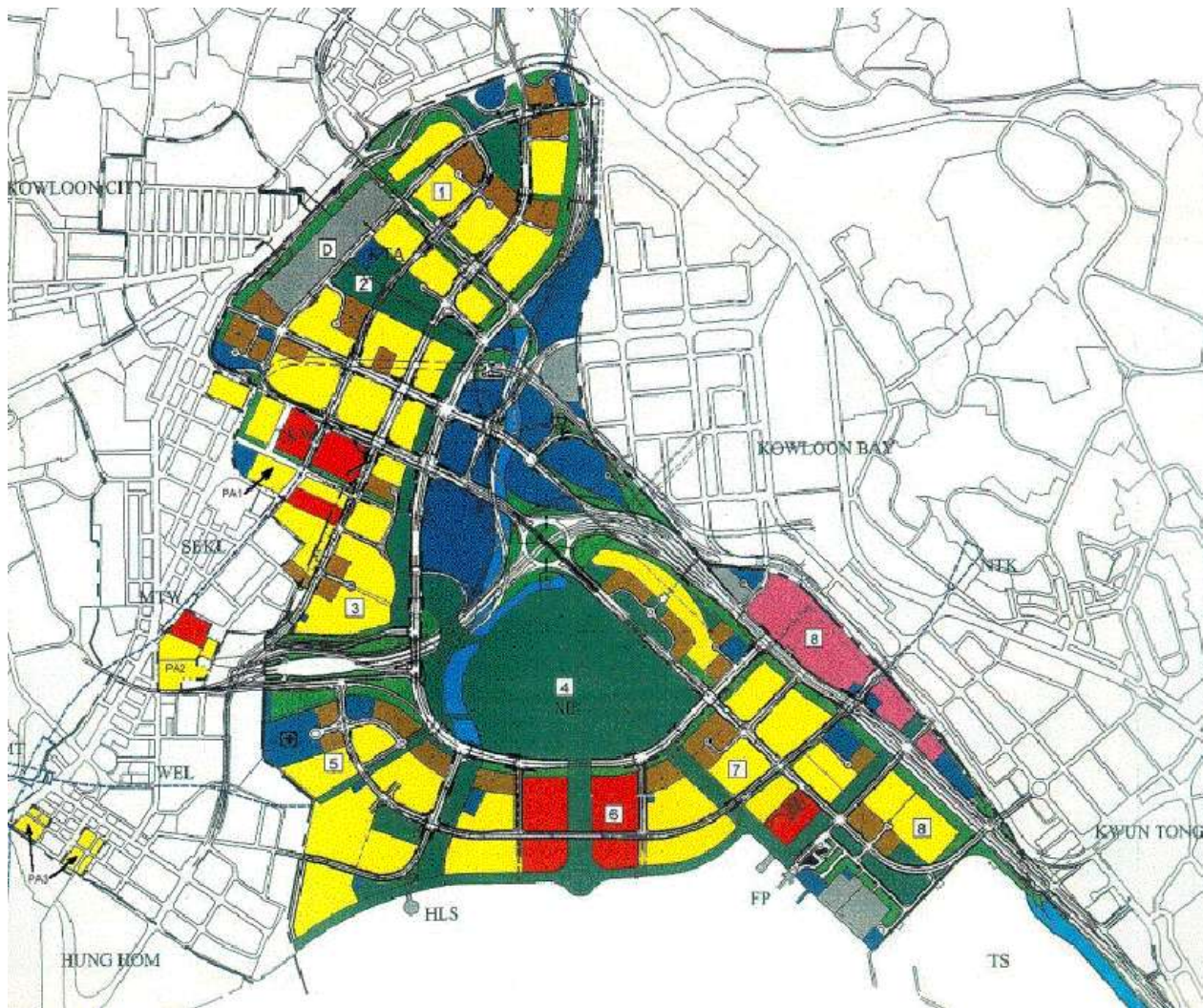


# Planning of Kai Tak





# Planning of Kai Tak



1997  
299 ha reclamation  
320,000 population

# Planning of Kai Tak



1997

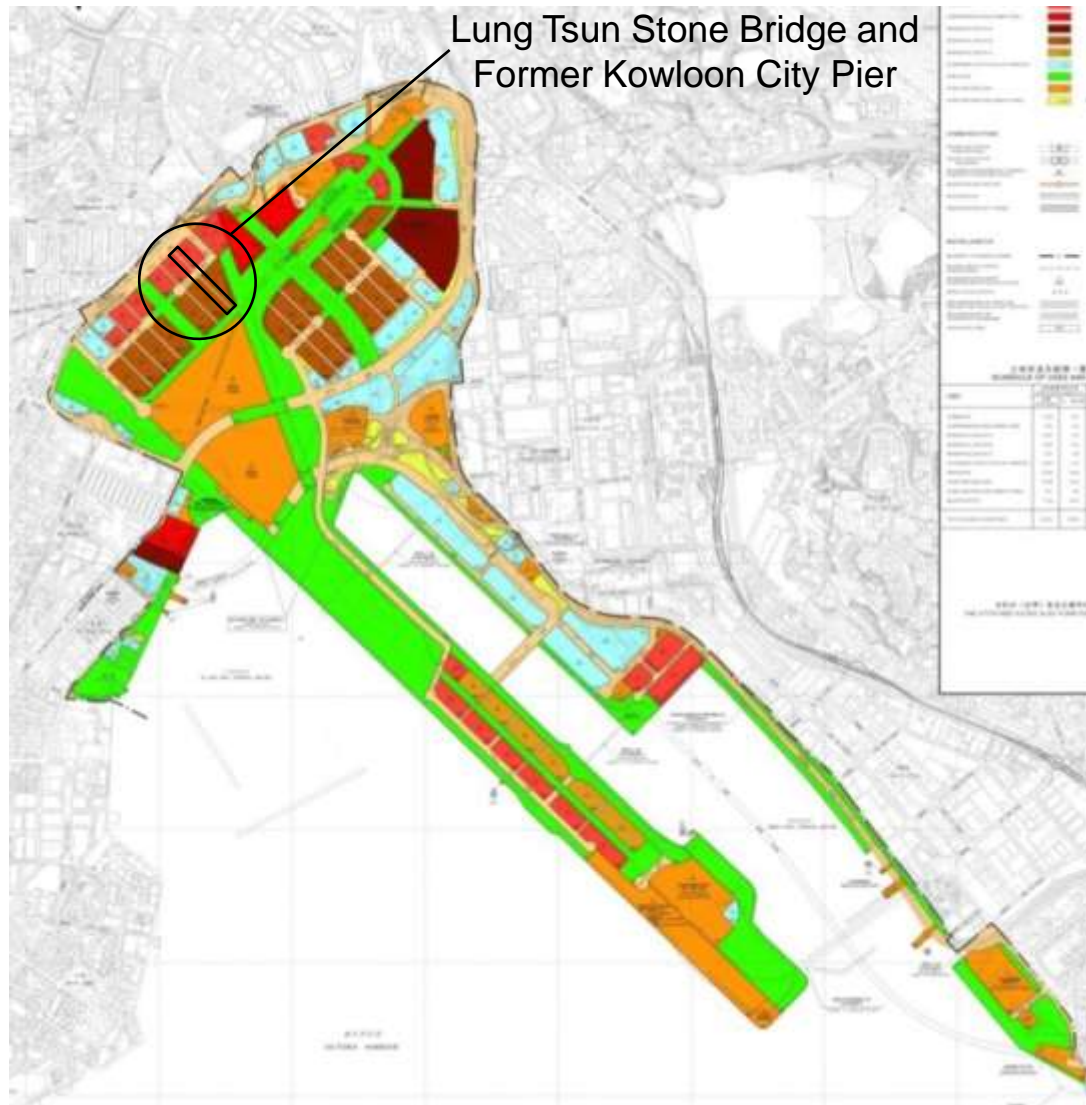
299 ha reclamation  
320,000 population

2002

133 ha reclamation  
260,000 population



# Planning of Kai Tak



1997

299 ha reclamation  
320,000 population

2002

133 ha reclamation  
260,000 population

2007

**ZERO** reclamation  
86,000 population

# 龍津石橋

## Lung Tsun Stone Bridge

九龍城  
Kowloon City



接官亭基石  
Foundation Stone of the  
Pavilion for Greeting Officials



龍津石橋  
Lung Tsun Stone Bridge



前九龍城碼頭  
Former Kowloon City Pier

啓德發展區  
Kai Tak Development Area

太子道東 Prince Edward Road East





# 第一階段公眾參與活動

Stage 1 Public Engagement



# 第一階段公眾參與活動的主流意見

## Mainstream Views Received in Stage 1 Public Engagement

### ➤ 保育原則

- 原址保存

### ➤ 保存及展示範圍

- 遺跡一併保存以作展示

### ➤ 修復殘缺部分

- 不造「假古董」

### ➤ Preservation Principles

- In-situ Preservation

### ➤ Extent of Preservation and Display

- Remnants shall be preserved and exhibited

### ➤ Restoration of the Damaged Parts of the Remnants

- Not fabricating “Fraud Antiquity”



# 第一階段公眾參與活動的主流意見

## Mainstream Views Received in Stage 1 Public Engagement

### ➤ 重現運輸樞紐及經濟活動中心的風貌

- 不刻意模仿昔日環境
- 與啓德發展互相融合

### ➤ 連接周邊歷史文化資源，尤其九龍寨城公園

### ➤ 融合毗鄰地下購物街

### ➤ Restore the ambience of Traffic Node and Business Hub

- Not imitate the past ambience deliberately
- Harmonize with Kai Tak Development

### ➤ Connection to Neighbouring Heritage Resources, in particular the Kowloon Walled City Park

### ➤ Integration with Underground Shopping Street

# 第一階段公眾參與活動的主流意見

## Mainstream Views Received in Stage 1 Public Engagement

### ➤ 觀賞方式

- 不安裝玻璃保護罩

### ➤ 加設水景

### ➤ 展示設施及其他配套設施

### ➤ Method of Appreciation

- Oppose installation of armoured glass cover

### ➤ Installation of Aqua-scape

### ➤ Exhibition Facilities & Other Facilities



## 第二階段公眾參與活動的目的

### Objective of Stage 2 Public Engagement

- ▶ 在所需的土地範圍和與周邊文物資源的连接上尋求共識
- ▶ 收集公眾對展示手法的意見，作為將來制定設計指引的基礎
- ▶ Build consensus on land requirement for preservation and connectivity with neighbouring heritage resources
- ▶ Collect views on approaches of exhibiting the Bridge remnants to provide basis for future formulation of design guidelines



九龍寨城公園  
Kowloon Walled  
City Park

九龍城  
Kowloon City

啓德發展區  
Kai Tak Development Area

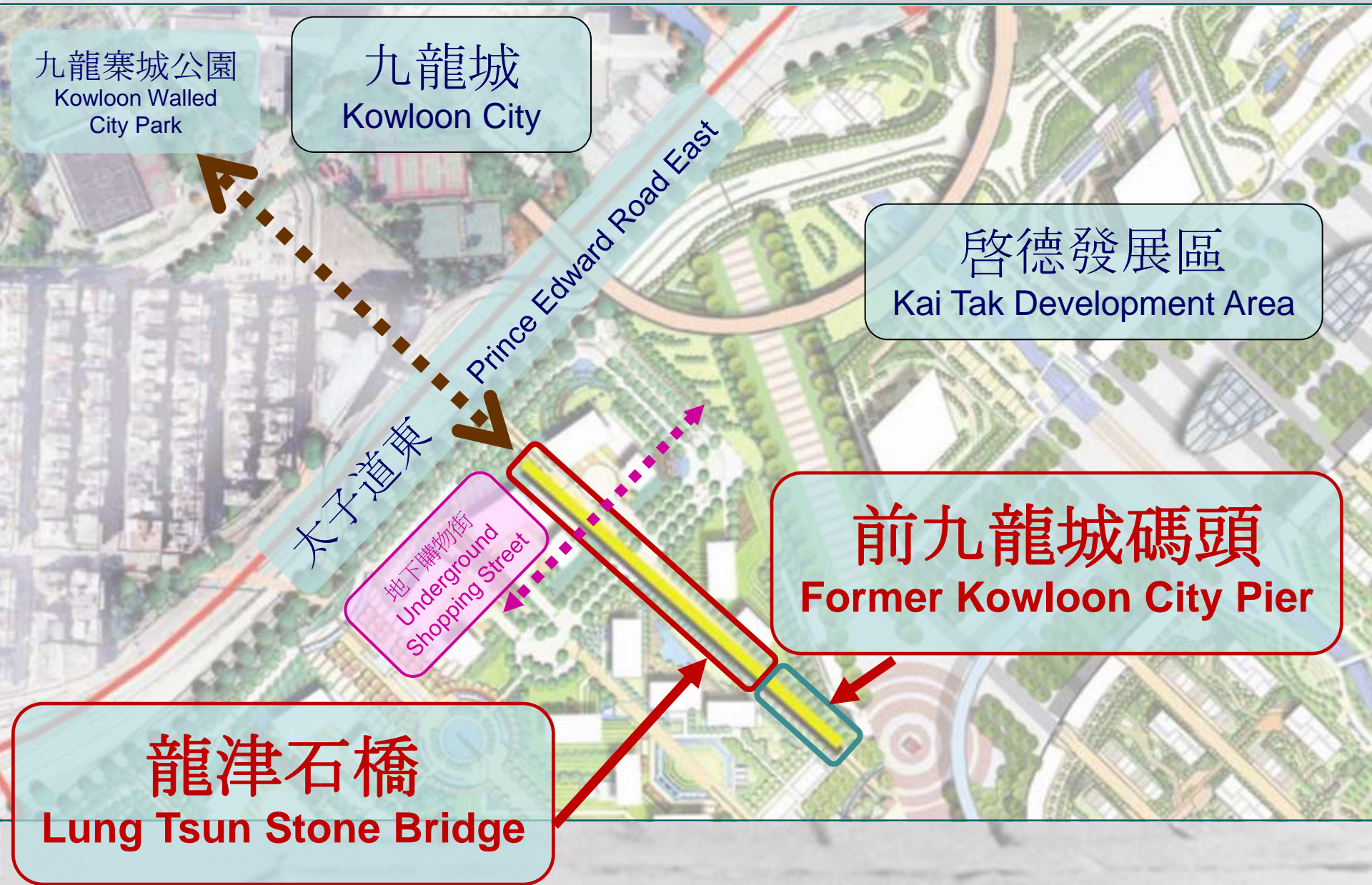
太子道東

Prince Edward Road East

地下購物街  
Underground  
Shopping Street

前九龍城碼頭  
Former Kowloon City Pier

龍津石橋  
Lung Tsun Stone Bridge





# 整體佈局 – 保育範圍

## General Arrangements – Extent of Preservation

### ■ 保育長廊的闊度

#### Width of Preservation Corridor

- 建議25米闊的保育長廊，以提供足夠空間作行人步道，駐足觀賞古蹟及展覽
- Provide a 25m wide preservation corridor, to allow adequate space for walking and appreciating the remnants and exhibition.



駱克道 Lockhart Road

# 整體佈局 – 氛圍

## General Arrangements – Ambience

### ■ 營造適當氛圍 Creating Suitable Ambience

- 保育長廊的設計及啓德發展的城市設計互相融合，締造適宜的整體氛圍
- **To create an appropriate ambience, design of the Preservation Corridor should integrate with the urban design of Kai Tak Development.**



# 1. 動態處理 **Vibrant Approach**

## 優點 **Advantages**

- 利用周邊氛圍吸引市民
- 活化遺跡範圍成日常生活一部份
- Using surrounding ambience to enhance people's enjoyment
- Revitalize the remnant precinct and infuse it with contemporary daily lives

## 考慮 **Consideration**

- 需考慮如何避免過度商業化的環境
- Overwhelmingly commercialized surroundings must be avoided

## 2. 靜態處理 Tranquil Approach

### 優點 Advantages

- 提供寧靜的觀賞過程，減少周邊環境的騷擾
- 較大的綠化範圍
- Quiet environment with less distraction to the viewing of the Bridge remnants
- More landscape area due to segregation

### 考慮 Consideration

- 需考慮如何避免低人流量時的凋零感和安全感
- The impression of isolated remnants should be avoided. Crime and safety would also be considered



# 整體佈局 – 與周邊的連接

## General Arrangements – Connectivity with the Neighbourhood

### ■與九龍寨城公園的連接需從以下兩方面考慮：

1. 方便和易達
2. 歷史文物的連結

### ■Connection to Kowloon Walled City Park should be considered from two aspects:

1. Convenience and ease of access
2. Connection to cultural heritages



九龍城  
Kowloon City

譽·港灣  
The Latitude

行人流通路徑  
Pedestrian Circulation

九龍寨城公園  
Kowloon Walled  
City Park

石鼓壟道遊樂場  
Shek Ku Lung Road Playground

園景美化高架行人道  
(約12米闊)  
Curvilinear Landscaped  
Elevated Walkway  
(about 12m wide)

太子道東  
Prince Edward Road  
East

啓德發展區  
Kai Tak Development Area



# 整體佈局 – 與周邊的連接

## General Arrangements – Connectivity with the Neighbourhood

### ■ 園景美化高架行人道 Curvilinear Landscaped Elevated Walkway

#### 優點：

- 城市門廊
- 體驗進入啓德的不同渠道
- 較寬闊(約12米)舒適的橋面

#### Advantage:

- City gateway
- Bring experience of different access into Kai Tak Area
- Permit a wider walking deck (approx. 12m)

# 整體佈局 – 與周邊的連接

## General Arrangements – Connectivity with the Neighbourhood

### ■ 園景美化高架行人道 Curvilinear Landscaped Elevated Walkway

#### 關注/考慮：

- 由石橋的歷史氛圍轉到現代都市氛圍，再經過太子道東，會影響觀賞樂趣
- 高架行人橋與石橋落差達七至八層樓高，並不容易通達使用

#### Concern / Consideration:

- The historical ambience carved by the Bridge will be interrupted by skyscrapers of bustling city and traffic. It would influence the enjoyment of visit
- The height difference between curvilinear walkway and the Bridge would be seven to eight stories high, which is not readily accessible



九龍城  
Kowloon City

譽·港灣  
The Latitude

九龍寨城公園  
Kowloon Walled  
City Park

石鼓壟道遊樂場  
Shek Ku Lung Road Playground

太子道東  
Prince Edward  
Road East

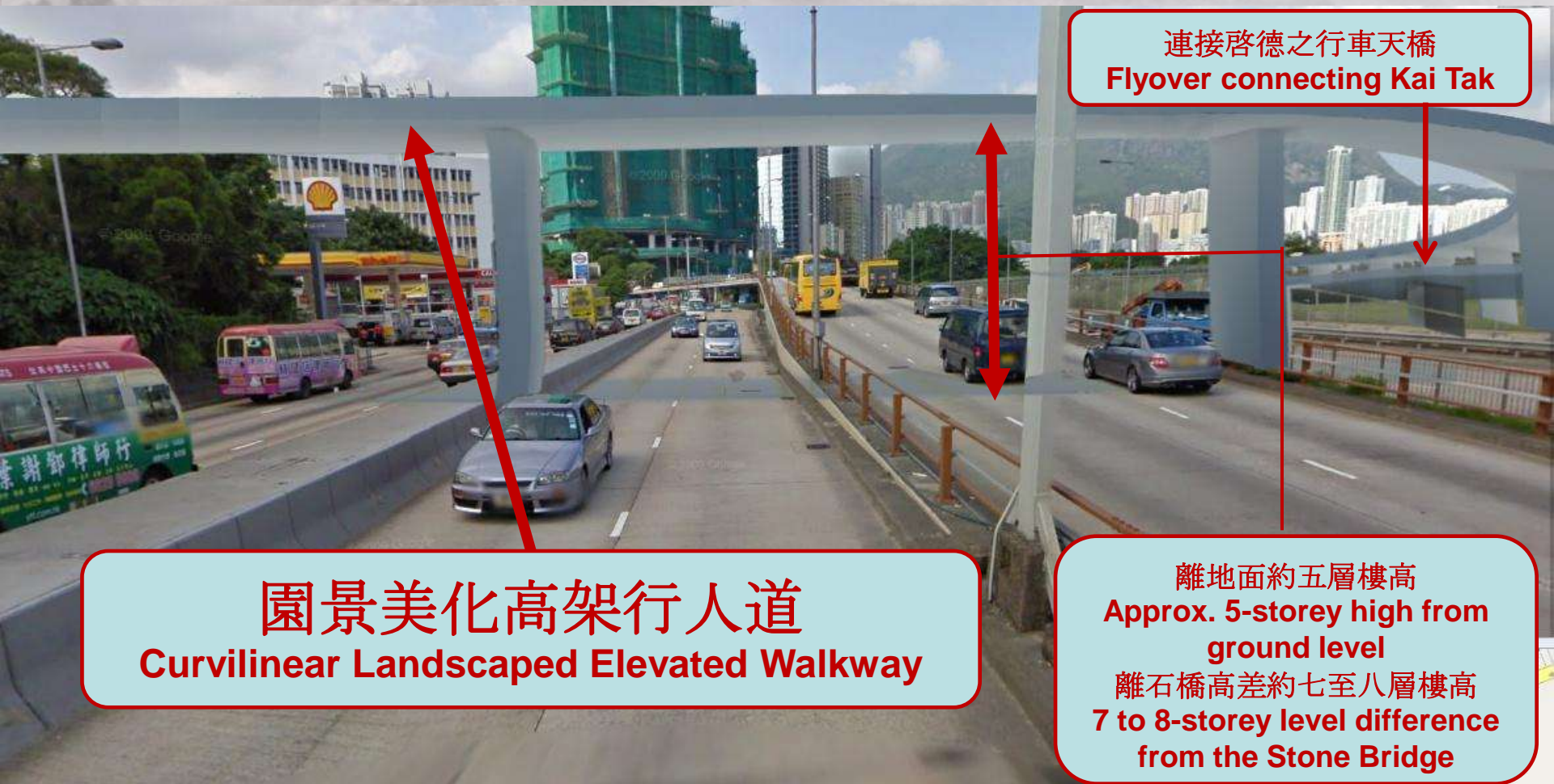
約100米  
About 100m

啓德發展區  
Kai Tak Development Area



# 整體佈局 - 與周邊的连接

## General Arrangements - Connectivity with the Neighbourhood



連接啓德之行車天橋  
Flyover connecting Kai Tak

園景美化高架行人道  
Curvilinear Landscaped Elevated Walkway

離地面約五層樓高  
Approx. 5-storey high from  
ground level  
離石橋高差約七至八層樓高  
7 to 8-storey level difference  
from the Stone Bridge



# 整體佈局 – 與周邊的連接

## General Arrangements – Connectivity with the Neighbourhood

### ■ 行人隧道 Pedestrian Subway

- 連接跨越太子道東石鼓壟道遊樂場，再繼續通往九龍寨城公園

- As an alternative connection across Prince Edward Road East to Shek Ku Lung Road Playground then to Kowloon Walled City Park



九龍城  
Kowloon City

譽·港灣  
The Latitude

行人流通路徑  
Pedestrian Circulation

九龍寨城公園  
Kowloon Walled  
City Park

石鼓壟道遊樂場  
Shek Ku Lung Road Playground

行人隧道  
(不少於5米闊)  
Pedestrian Subway  
(not less than 5m wide)

太子道東  
Prince Edward Road  
East

啓德發展區  
Kai Tak Development Area



# 整體佈局 – 與周邊的連接

## General Arrangements – Connectivity with the Neighbourhood

### ■ 行人隧道 Pedestrian Subway

優點：

- 直接通道
- 隧道可作適當設計和展示歷史圖片

**Advantage:**

- Provide direct access
- Subway with appropriate design and display of historical photos

# 整體佈局 – 與周邊的连接

## General Arrangements – Connectivity with the Neighbourhood

### ■ 行人隧道 Pedestrian Subway

#### 關注/考慮：

- 隧道為室內環境(但不會少於5米闊)
- 需要通風和排水設施

#### Concern / Consideration:

- Subway generally has more enclosed ambience (But not less than 5m wide)
- Ventilation and drainage are necessary



九龍城  
Kowloon City

約六百米  
Approx. 600m

已規劃的隧道/  
高架行人道  
Planned Subways /  
Landscaped Elevated  
Walkway

研究中的隧道  
Subways under Study

啓德發展區  
Kai Tak Development Area





無需園景美化高架行人道  
亦可橫過太子道東

Crossing Prince Edward Road East  
without Curvilinear Landscaped  
Elevated Walkway



行人流通路徑  
Pedestrian Circulation



啓德發展區  
Kai Tak Development Area



## 第二階段公眾參與活動工作坊的主流意見

### Mainstream Views Received in Stage 2 Public Engagement Workshop

#### ➤ 保育長廊闊度

- 不少於25米

#### ➤ 連接九龍寨城公園

- 行人隧道

#### ➤ 優化跨越太子道東的 行人設施

#### ➤ 適當氛圍

#### ➤ Width of Preservation Corridor

- **Not less than 25m**

#### ➤ Connection to Kowloon Walled City

- **Pedestrian subway**

#### ➤ Rationalization of pedestrian crossing facilities across Prince Edward Road East

#### ➤ Suitable ambience



謝謝

Thank you