

STRATEGIES FOR MITIGATION MEASURES

The following and **Table 1** summarise the evaluation of a number of the possible strategies for mitigation of impacts on the 2 historical buildings and their associated pros and cons. These include (I) in-situ preservation, (II) documentation prior to dismantling, temporary storage, reassemble or retention of part of the structure within CDA site, (III) permanent relocation off-site, and (IV) documentation and demolition.

Permanent relocation of the 2 historical buildings off the CDA site would lead to a loss of historical linkages of the place (Former Tai Hom Village) with such as the old Kai Tak airport and World War II. This option is also not recommended.

Documentation and demolition (IV) is not recommended as mitigation measures neither as it completely neglects the cultural value of these structures to the local community.

Documentation prior to dismantling, temporary storage, reassemble or retention of part of the structure of the 2 historical buildings within CDA site is the recommended mitigation measures. Though disassembling and temporary relocation of the historical buildings would lead to loss of heritage value, placing them back within CDA site would respect the public aspirations of these 2 historical buildings.

Table 1 : Strategies for Mitigation Measures Considered

Option	Former Royal Air Force Hangar	Old Pillbox	Evaluation
(I)	<p><u>In-situ Preservation</u></p> <p>Avoidance of any direct impact on the Formal Royal Air Force Hangar by selecting:</p> <p>a) alternative design or construction method of the DIH.</p>	<p><u>In-site Preservation</u></p> <p>Avoidance of any direct impact on the Old Pillbox by selecting:</p> <p>a) alternative design or construction method of the DIH.</p>	<p><u>Pros</u></p> <ul style="list-style-type: none"> • Direct impact on the historical buildings would be avoided <p><u>Cons</u></p> <ul style="list-style-type: none"> • Due to physical constrains, current design of the DIH could not avoid the Hangar and the Old Pillbox within the CDA area or otherwise the DIH would not be functional. • Retrofitting of the Hangar would be required to conserve the structure as some of the steel members have deteriorated beyond repair due to lack of regular maintenance according to the condition survey report (Appendix 4.6)
(II)	<p><u>Documentation prior to dismantling, temporary storage and retention of part of the structure within the CDA site</u></p> <p>1. Detailed photographic and cartographic recorded of the Hangar prior to</p>	<p><u>Documentation prior to dismantling, (or relocation by lifting it up in one piece subject to further engineering study) temporary storage and Reassemble within the CDA site</u></p> <p>1. Detailed photographic and cartographic</p>	<p><u>Pros</u></p> <ul style="list-style-type: none"> • The historical linkage of the place (Former Tai Hom Village) and its association with the old Kai Tak airport and World War II history would still be retained for the local community by reassembling or

Option	Former Royal Air Force Hangar	Old Pillbox	Evaluation
	dismantling 2. Dismantle the Hangar with care 3. Record and securely transport and store each component Retention of part of the Hangar within the CDA site using building/construction components of the original structure	recorded of the Pillbox prior to dismantling 2. Dismantle the Pillbox with care (or relocation by lifting it up in one piece subject to further engineering study) 3. Record and securely transport and store each component 4. Reassemble the Pillbox within the CDA site using building/construction components of the original structure	retention of part of the historical buildings within the CDA site <u>Cons</u> •Disassembling and temporary relocation of the historical buildings would lead to loss of heritage value
(III) See Note 1	<u>Permanent relocation</u> - To a neighbouring designated area that is related to aircraft operation / history or military etc (see Note 2)	<u>Permanent relocation</u> - To a neighbouring designated area that is related to aircraft operation / history or military etc (see Note 2)	<u>Pros</u> •Easy public access •More synergy with the other facilities in the designated areas and offer opportunities to integrate with neighbouring built heritage •Insignificant impact on DIH planning and operation, and top-side development <u>Cons</u> •The historical and cultural value would be reduced by relocating them off the CDA site. •The historical linkage of the place (Former Tai Hom Village) such as its associated links with the old Kai Tak airport and World War II history would be lost when the 2 historical buildings are relocated off the CDA site.
(V)	<u>Documentation and demolition</u> - Including cartographic and photographic record and demolition/ preservation in part	<u>Documentation and demolition</u> - Including cartographic and photographic record and demolition/ preservation in part	<u>Pros</u> •Insignificant impact on DIH planning and operation, and top-side development <u>Cons</u> •Cultural value of the structures to the local community is neglected.

Note 1 : The most relevant built heritages in the vicinity are the complex of ex- RAF buildings in Kowloon Bay. These historical buildings include:

<u>Building</u>	<u>Current Use</u>	<u>AMO Grading</u>	<u>Ownership</u>
		<u>Current</u>	
(1) Ex-Royal Air Force Station (Kai Tak), Officers' Quarters Compound, RAF Officers Mess	Used as the Police Detective Training School in the 80s' and currently as HK Baptist University Campus 浸大啓德校園	2	Govt
(2) Ex-Royal Air Force Station (Kai Tak), Headquarters Building	Caritas Family Crisis Support Centre 明愛向晴軒	2	Govt
(3) Ex-Royal Air Force Station (Kai Tak), Officers' Quarters Compound, Annex Block No 2	Used as the Police Detective Training School in the 80s' and currently as HK Baptist University Campus 浸大啓德校園	2	Govt

All the above buildings have direct historical link to the military history of HK, especially for the 2nd World War. It is therefore a possible location from cultural linkage perspective for relocating the 3 relics.

A brief history of the ex-RAF building complex in Kowloon Bay is summarised below :

- The British RAF first started its operation in HK in 1924 and established its airforce base in 1927. In 1934, the British RAF spent 5 million pounds to upgrade the airforce headquarters and its associated complex at the current location. During the 2nd World War in 1941, the headquarters building was attacked by the Japanese troops. During the Japanese occupation, it was used by the Japanese army for their uses.
- After the 2nd World War, the buildings were occupied by the British RAF again until the RAF was relocated to Stonecutter Island in 1981. During the 80's and 90's, the buildings were once used for managing the Vietnam refugees. It is currently used by Caritas Family Crisis Support Centre, HK Baptist University and other NGO.

Note 2 : Possible off-site designated areas for preserving the 2 treasures include the following :

- HK Aviation Club
- Shek Kong Airport
- Hong Kong International Airport
- Ocean Park
- Walt Disney Co (Asia Pacific) Ltd
- Shaw Brothers (Hong Kong) Ltd
- TVB City

It is however none of the above would above to take over the structures. A summary of Correspondences for off-site designated areas for the 2 Heritage Structures are as follows:

Proposed Off-site Designed Area	Letter sent	Response
HK Aviation Club	11-Feb-09	Verbal reply not interested
Shek Kong Airport	11-Feb-09	Nil
Hong Kong International Airport	11-Feb-09	Not interested via letter dated 2 March 09
Ocean Park	9-Feb-09	Beyond their scope via email dated 16 Feb 09
Walt Disney Co. Asai Pacific	12-Feb-09	Verbal reply not interested
Shaw Brothers (HK) Ltd	9-Feb-09	Nil
TVB City	9-Feb-09	Nil