Appendix

For discussion **BOARD PAPER**
on 17 May 2010 **AAB/42/2009-10**

MEMORANDUM FOR MEMBERS OF THE
ANTIQUITIES ADVISORY BOARD

KAI TAK DEVELOPMENT
PUBLIC ENGAGEMENT PROGRAMME ON
PRESERVATION OF LUNG TSUN STONE BRIDGE REMNANTS

PURPOSE

This paper aims to provide Members with information about the public engagement programme on the preservation of Lung Tsun Stone Bridge remnants and seek Members' views on the public engagement programme.

BACKGROUND

2. The Lung Tsun Stone Bridge (the Bridge) remnants were unearthed between 2008 and 2009 during the archaeological investigations for the Kai Tak Development [1] carried out by the Civil Engineering and Development Department. The Bridge was built between 1873 and 1875 with a total length of about 200m. At the landward end of the Bridge, there was a two-storey pavilion known as the "Pavilion for Greeting Officials" (the Pavilion). A wooden extension of about 80 metres was added in 1892. The Lok Sin Tong played a leading role in raising fund for the bridge extension. In 1910, the timber extension of the Bridge was replaced by a concrete structure.

3. The landward portion of the Bridge, including the Pavilion was buried during the Kai Tak reclamation in the 1920s. The surviving seaward portion of the Bridge continued in use until 1930s providing ferry services running among

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[1] Kai Tak Development (KTD) is one of the Ten Mega Infrastructure Projects. Package A of the KTD project, targeted for completion in 2013, comprises public housing development and the first berth of the cruise terminal, and the provision of supporting infrastructure to serve these developments. We target to complete Package B in 2016, which comprises infrastructure and road networks. The whole KTD project is scheduled for substantial completion in 2021.

Hong Kong Island, Hung Hom and Kowloon City. Subsequently both the Bridge and the pier's concrete extension were demolished and buried under the new reclamation for Kai Tak Airport in 1942 during the Japanese occupation in World War II.

4. Given its historical significance, "*in-situ* preservation" of the Bridge remnants was recommended under the approved Environmental Impact Assessment of Kai Tak Development. The heritage assessment in the Conservation Management Plan (CMP) prepared by the Antiquities and Monuments Office classifies the extant sections of the original Bridge and the Pavilion as highly significant. The CMP together with the suggestion of engaging the public on the preservation of the Bridge was submitted to Antiquities Advisory Board for discussion at its meeting on 4 December 2009. A copy of the paper is attached at **Annex 1** for Members' easy reference

5. Nevertheless, the current Kai Tak Outline Zoning Plan (OZP) was approved before the remnants are unearthed. The relevant part of OZP may need to be amended to make provisions for the preservation and interpretation of the Bridge remnants. A plan showing the location of the Bridge site is at **Annex 2**.

PUBLIC ENGAGEMENT

6. Given the community's interest and concerns on the preservation of the Bridge, a public engagement exercise will be conducted to collect views from the public on how best the Bridge remnants can be preserved and interpreted.

7. We propose the following principles as the guidelines for preservation of the Bridge site: –

(a) the Bridge remnants must be protected and preserved *in-situ* as a special cultural heritage asset;

(b) convenient access and proper setting for the Bridge site should be provided to echo with the historical context for the bridge itself as a transport node and its vicinity as an activity place; and

(c) linkage with existing cultural/heritage resources in the Kowloon City district, in particular Kowloon Walled City Park, should be established to promote the public's awareness of Hong Kong's local history.

8. To this end, a two-stage public engagement programme is proposed for the preservation of the Bridge and its integration with the KTD.

(a) Stage 1: Understanding Concerns and Envisioning

Stage 1 Public engagement is to enhance public understanding on the issue and to identify and agree to the guiding principle and the overall approach for the preservation and associated planning implications. Activities comprise presentations to the relevant District Councils and institutions, as well as two community envisioning workshops cum site visit in June 2010. Public views are also collected through correspondence, telephone and website. The comments received will be summarised and posted on website for public information.

(b) Stage 2: Building Consensus and Moving Forward

Stage 2 Public engagement aims at building consensus on the preservation and interpretation option. The views collected at Stage 1 will be consolidated, reviewed and analysed for the formulation of a preferred option. Forums or further workshops would be arranged before end 2010 to present the findings and way forward.

ADVICE SOUGHT

9. Members' views on the public engagement programme mentioned above are welcome.

Kowloon Development Office
Civil Engineering and Development Department
May 2010

Ref: LCS AM 22/3

For Discussion
on 4 December 2009

BOARD PAPER
AAB/30/2009-10

MEMORANDUM FOR MEMBERS OF THE
ANTIQUITIES ADVISORY BOARD

REMNANTS OF LUNG TSUN STONE BRIDGE IN KAI TAK AREA

PURPOSE

To inform Members of the archaeological discovery of the remnants of Lung Tsun (or *Longjin* in *PuTongHua*) Stone Bridge (the Bridge) (龍津橋) and to seek Members' views on the recommendations of the Conservation Management Plan (CMP) for the Bridge.

BACKGROUND

2. The Bridge's remnants were first identified in April 2008 in an archaeological investigation conducted under the Environmental Impact Assessment (EIA) Study of Kai Tak Development (KTD). The discovery of the Bridge's remnants and its historical background were briefly reported to Members vide Board Paper AAB/60/2007-08 in June 2008 (**Annex A**). The EIA report for KTD, approved in March 2009 after public inspection, recommended further archaeological investigation to demarcate the extent of the Bridge remnants. The EIA report also recommended preserving the Bridge's remnants *in-situ* as part of the KTD.

3. Following the recommendation in EIA report, a further archaeological investigation was conducted by a qualified archaeologist commissioned by the Civil Engineering and Development Department (CEDD) from October 2008 to February 2009 and the investigation report was finalized in August 2009. Based on the findings of this investigation, a CMP is drawn up to explain the heritage significance of the Bridge's remnants.

FINDINGS OF ARCHAEOLOGICAL INVESTIGATIONS

4. The further archaeological investigation revealed the extent of the Bridge and confirmed no trace of its wooden extension. Major archaeological features identified by the two archaeological investigations include:

(a) Foundation walls of the Pavilion for Greeting Officials (接官亭);
(b) Structural part of landward end, several sections of the northern part, granite supporting pillars and decking of the southern part, and pier end structure of the Bridge;
(c) Broken concrete supporting pillars and some concrete landing steps of the Former Kowloon City Pier; and
(d) Segments of the seawalls constructed respectively in 1924 and 1930s.

5. The full report of the further investigation is at **Annex B** (in the form of CD-ROM attached)**.**

CONSERVATION MANAGEMENT PLAN

6. With reference to the principles and practices of well-recognized heritage conservation charters and documents such as English Heritage Policy Statement on Restoration, Reconstruction, and Speculative Recreation of Archaeological Sites including Ruins (2001), Principles for the Conservation of Heritage Sites in China (2003), Beijing Document (2007), and ICOMOS Charter on the Interpretation and Presentation of Cultural Heritage Sites (2008), a set of conservation guidelines are proposed by the Antiquities and Monuments Office (AMO) in the CMP to guide the future preservation, restoration, management, maintenance and interpretation of the archaeological remnants.

7. The CMP presents an assessment on the significance of the identified archaeological features based on historical, archaeological, cultural values in the context of the history and development of the Bridge. The Bridge was a landing pier built in 1873-1875 and its timber extension was modified/dismantled in early 20th century. The Bridge not only signified the economic growth of that area but also illustrated its strategic position to uphold Chinese jurisdiction on Kowloon Walled City (九龍寨城) during the British colonial period.

8. Levels of significance are ascribed to the identified archaeological features under three categories:-

(a) High significance: features of the original stone Bridge and Pavilion which can contribute to the understanding of the history of the Bridge and even the Kowloon Walled City,

(b) Medium significance: the concrete remnants of the later Kowloon City Pier which are later additions, relatively of less importance, and

(c) Low significance: segments of the seawalls respectively constructed in 1924 and 1930 which are intrusive to the Bridge elements.

The major features identified by the archaeological investigations with levels of significance indicated are shown at **Annex C.**

9. The remnants of the original Bridge are recommended to be preserved in-situ in accordance with the recommendation of the EIA report. Moreover, no speculative recreation (i.e. re-creation of a presumed earlier state of an archaeological site on the basis of surviving evidence from that place and other sites and on deductions drawn from that evidence, using new materials) or excessive intervention would be allowed at the area buried with the original Bridge's remnants. The CMP is at **Annex D** (in the form of CD-ROM attached)

WAY FORWARD

10. Given the community's interest and concerns on the preservation of the Bridge in KTD, CEDD on the advice of Commissioner for Heritage's Office and in

collaboration with the Planning Department and AMO, will commence a public engagement exercise in early 2010 to collect views from the public on how best the the Bridge's remnants should be preserved and interpreted having regard to the planned infrastructure projects in the KTD area.

ADVICE SOUGHT

11. Members are invited to offer their views on the recommendations proposed in the CMP for the Lung Tsun Stone Bridge.

Antiquities and Monuments Office
Leisure and Cultural Services Department
December 2009

Ref: LCS AM 22/3
LCS AM 64/3/2

For information
on 26 June 2008

BOARD PAPER
AAB/60/2007-08

MEMORANDUM FOR MEMBERS OF THE
ANTIQUITIES ADVISORY BOARD

DISCOVERY OF LONGJIN BRIDGE IN KAI TAK AREA

PURPOSE

To inform Members of the discovery of the remains of Longjin Bridge (龍津橋) and the plan of conducting further archaeological investigations with a view to devising a conservation plan.

BACKGROUND

2. The Longjin Bridge, first constructed between 1873 and 1875, was a landing-pier linking the main gate (east gate) of the Kowloon Walled City and the coast (Photo at **Annex A**). The stone bridge was originally about 213 metres long and 2 metres wide. Later, a wooden extension of about 83 metres was added in 1892 to its seaward end (Location plan at **Annex B**), and was then replaced by a concrete extension in 1910.

3. The stone bridge was buried underground during the Kai Tak reclamation in 1924. Segment of the 1910 concrete extension continued to be used by the local steam-ferries. In 1930, it was removed and replaced by a new Government pier, which in turn disappeared when the Japanese reclaimed the fore-shore during the Japanese Occupation. Two stone inscriptions (**Annex C**) recording the construction of the Bridge were relocated to a nearby small garden but were later destroyed during the Japanese Occupation.

4. At the landward end of the Bridge, there was a pavilion called "Pavilion for Greeting Officials" for greeting new officials sent to man the *yamen* in Kowloon Walled City during the Qing dynasty. The pavilion was demolished to make way for the new Kai Tak residential development in 1930s. The stone tablet inscribed with "龍津 (Longjin)", probably a remain of the pavilion, is now erected at the back of the Lok Sin Tong Primary School entrance in Kowloon City District (**Annex D**).

ARCHAEOLOGICAL INVESTIGATION

5. The Kai Tak Airport was relocated to Chek Lap Kok in 1998, offering an opportunity for major development in the Kai Tak area. Under the Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development in 2001,

an Archaeological Investigation (AI) including two machine-dug trenches and one hand-dug trench was conducted but no remain of the Longjin Bridge was discovered. A further AI was carried out in 2003 but only the 1924 seawall was identified, which can be regarded as a reference point for refining the likely location of the Longjin Bridge. The AI report in 2003 recommended that further archaeological action would be required for any future development in the Kai Tak Area.

6. In 2004, a Comprehensive Planning and Engineering Review of South East Kowloon Development, including formulating a Preliminary Outline Development Plan and conducting an Environmental Impact Assessment (EIA) for the Kai Tak area, was arranged. The EIA comprised, among other things, an Archaeological Impact Assessment (AIA) at the area which was conducted by a qualified archaeologist commissioned by the project proponent.

7. On 5 April 2008, AMO was informed of the discovery of the remains of Longjin Bridge in a test trench. Stone planks of the Bridge were recovered (**Annex E**). Subsequent extension of the test trench (areas in red on the plan at **Annex F**) unearthed Bridge remains of about 80m long.

8. The report of the AIA is being prepared by the EIA consultant, which will form part of the EIA report for public inspection. The consultant has advised AMO that the report would recommend a further archaeological investigation to determine the extent of the Bridge remains in particular the southern segment although the northern segment as shown at **Annex F** might have been damaged by the former Kai Tak Airport.

WAY FORWARD

9. In view of the influx of underground water into the test trench, the excavated area will be backfilled after proper field recording for the sake of site safety and the Bridge's structural stability. Further archaeological investigation under AMO's monitoring will commence in late 2008 during the dry season. Subject to further archaeological findings, a conservation plan for the remains of Longjin Bridge will be formulated.

Antiquities and Monuments Office
Leisure and Cultural Services Department
June 2008

Ref: LCS AM 22/3
LCS AM 81/2/9

Annex A - Photo showing the Longjin Bridge in c.1910

Annex B - Location plan showing the Longjin Bridge in 1903

Annex C - Two stone inscriptions recording the construction of the Longjin Bridge

摘自:《九龍城區風物志》，167 頁，香港：九龍城區議會，2005 年。
Extracted from *Heritage of Kowloon City District* [*Jiulongcheng Qu feng wu zhi*], Hong Kong: Kowloon City District Council, 2005, P 167.

摘自:《九龍城區風物志》，171 頁，香港：九龍城區議會，2005 年。
Extracted from *Heritage of Kowloon City District* [*Jiulongcheng Qu feng wu zhi*], Hong Kong: Kowloon City District Council, 2005, P 171.

Annex D - Photos showing the front view of Pavilion and the Longjin inscription at the back of Lok Sin Tong Primary School entrance

Annex E - Photo showing the stone planks and pier of Longjin Bridge in May 2008

Annex F - Location of Test Trench (area in green), extension of test trench (areas in red) and predicted alignment of the Longjin Bridge (blue line)

Annex A

Photo showing the Longjin Bridge in c.1910

Annex B

Location plan showing the Longjin Bridge in 1903

Annex C

Two stone inscriptions recording the construction of the Longjin Bridge

龍津石橋碑 **九龍寨城**

新安地瀕遐海，九龍山翠，屏峙南隅。環山居者，數十萬家。自香港埠開，肩相摩、踵相接。估船番舶，甲省東南。九龍趁集日夥；蜑人操舟，漁利橫流，而渡無虛期。地沮洳阻深，每落潮，篙師無所逞。同治歲癸酉，眾醵金易渡而梁。計長六十丈，廣六尺，為磉二十有一。糜金錢若干。光緒乙亥橋竣。夫除道成梁，古王遺軌。然工程孔集，往往道潰於成。謀夫孔多，識此之咎。今都人士，一乃心力，以告厥成功。使舊時瀦滓之區，成今日津梁之便。垂之綿遠，與世無窮。此豈關地之靈歟？抑亦由人傑也。銘曰：叱馭橫漢，駕鵲凌宵。在天成象，在地成橋。擲杖虹飛，受書溪曲。仰桂攀丹，垂楊撲綠。斬蛟何處，騎虎誰人。高車駟馬，於彼前津。石昏神鞭，杵驚仙搗，乘鯉江皋，釣鯨烟島。帽簷插杏，詩思吟梅。風人眺覽，雪客裵徊。繫彼雌霓，臨江炫彩。矧此滄溟，樓船出海。乃邀郢匠，乃命倕工。紐牽怪石，斤運成風。投馬完隄，斷鼇支柱。未雲何龍，屹立江滸。鹵潮碧暈，蜃汐珠圓。漁鐙掩月，蟹火沉烟。黃竹肩箱，綠荷包飯。彼往經營，此來負販。蘭橈蓊浪，桂楫凌波。震天水調，月夜漁歌。陵谷雖遷，滄桑不改。鞏於金湯，萬年斯在。

欽加道銜安徽廬州府知府，署鳳潁六泗兵備道，前掌京畿道、江南道、湖廣道監察御史、山西提督學政冼斌
補行己未壬戌恩科舉人南海何又雄書
倡建首事
廣東大鵬協鎮都督府彭
廣東大鵬協鎮中軍都閫府劉
署新安縣九龍分司巡政廳周
光緒元年歲次乙亥孟冬吉日立

（原碑未見。今據《九龍樂善堂特刊》、《文匯報》一九八〇年五月十四日「香港街坊志」及黃佩佳《香港新界風土名勝大觀》互校載錄。）

摘自:《九龍城區風物志》，167 頁，香港：九龍城區議會，2005 年。

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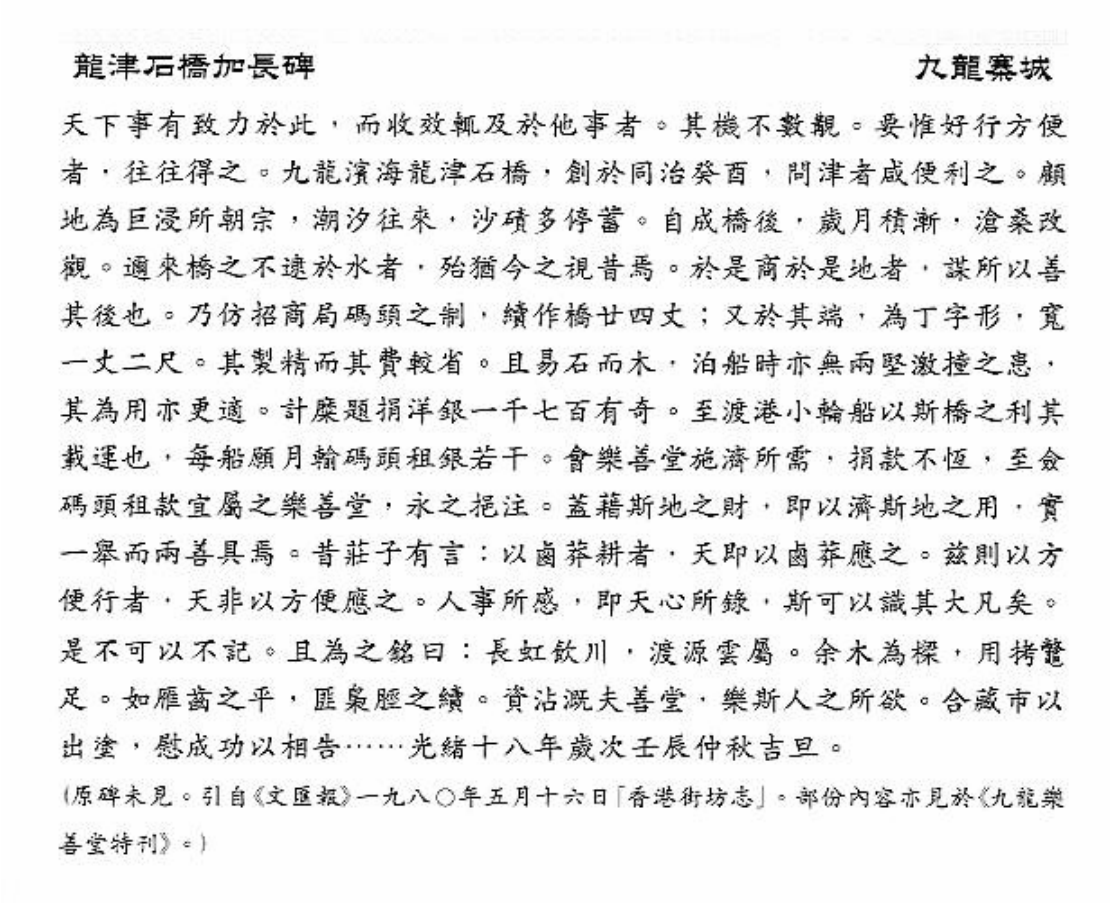

龍津石橋加長碑　　九龍寨城

天下事有致力於此，而收效輒及於他事者。其機不數覯。要惟好行方便者，往往得之。九龍濱海龍津石橋，創於同治癸酉，問津者咸便利之。顧地為巨浸所朝宗，潮汐往來，沙磧多停蓄。自成橋後，歲月積漸，滄桑改觀。邇來橋之不逮於水者，殆猶今之視昔焉。於是商於是地者，謀所以善其後也。乃仿招商局碼頭之制，續作橋廿四丈；又於其端，為丁字形，寬一丈二尺。其製精而其費較省。且易石而木，泊船時亦無兩堅激撞之患，其為用亦更適。計糜題捐洋銀一千七百有奇。至渡港小輪船以斯橋之利其載運也，每船願月輸碼頭租銀若干。會樂善堂施濟所需，捐款不恆，至僉碼頭租款宜屬之樂善堂，永之挹注。蓋藉斯地之財，即以濟斯地之用，實一舉而兩善具焉。昔莊子有言：以鹵莽耕者，天即以鹵莽應之。茲則以方便行者，天非以方便應之。人事所感，即天心所錄，斯可以識其大凡矣。是不可以不記。且為之銘曰：長虹飲川，渡源雲屬。余木為樑，用拷鼇足。如雁齒之平，匪梟脛之續。資沾溉夫善堂，樂斯人之所欲。合蕆市以出塗，慰成功以相告……光緒十八年歲次壬辰仲秋吉旦。

（原碑未見。引自《文匯報》一九八〇年五月十六日「香港街坊志」。部份內容亦見於《九龍樂善堂特刊》。）

摘自:《九龍城區風物志》，171 頁，香港：九龍城區議會，2005 年。

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Annex D

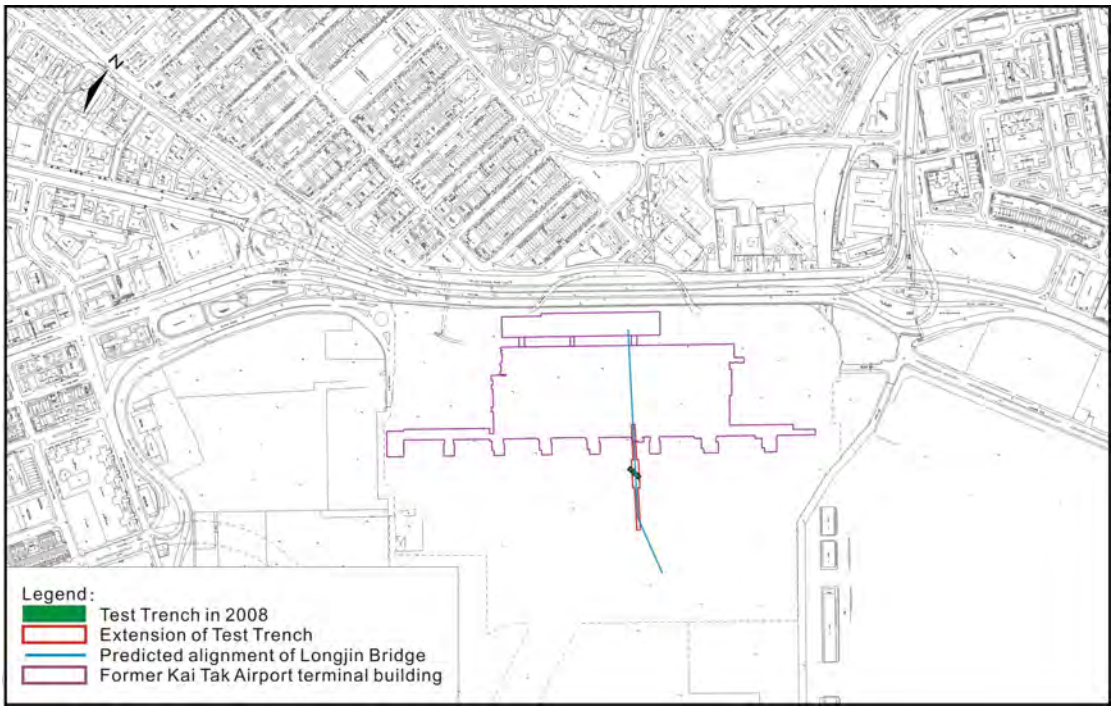
Photos showing the front view of Pavilion and the Longjin inscription at the back of Lok Sin Tong Primary School entrance

Annex E

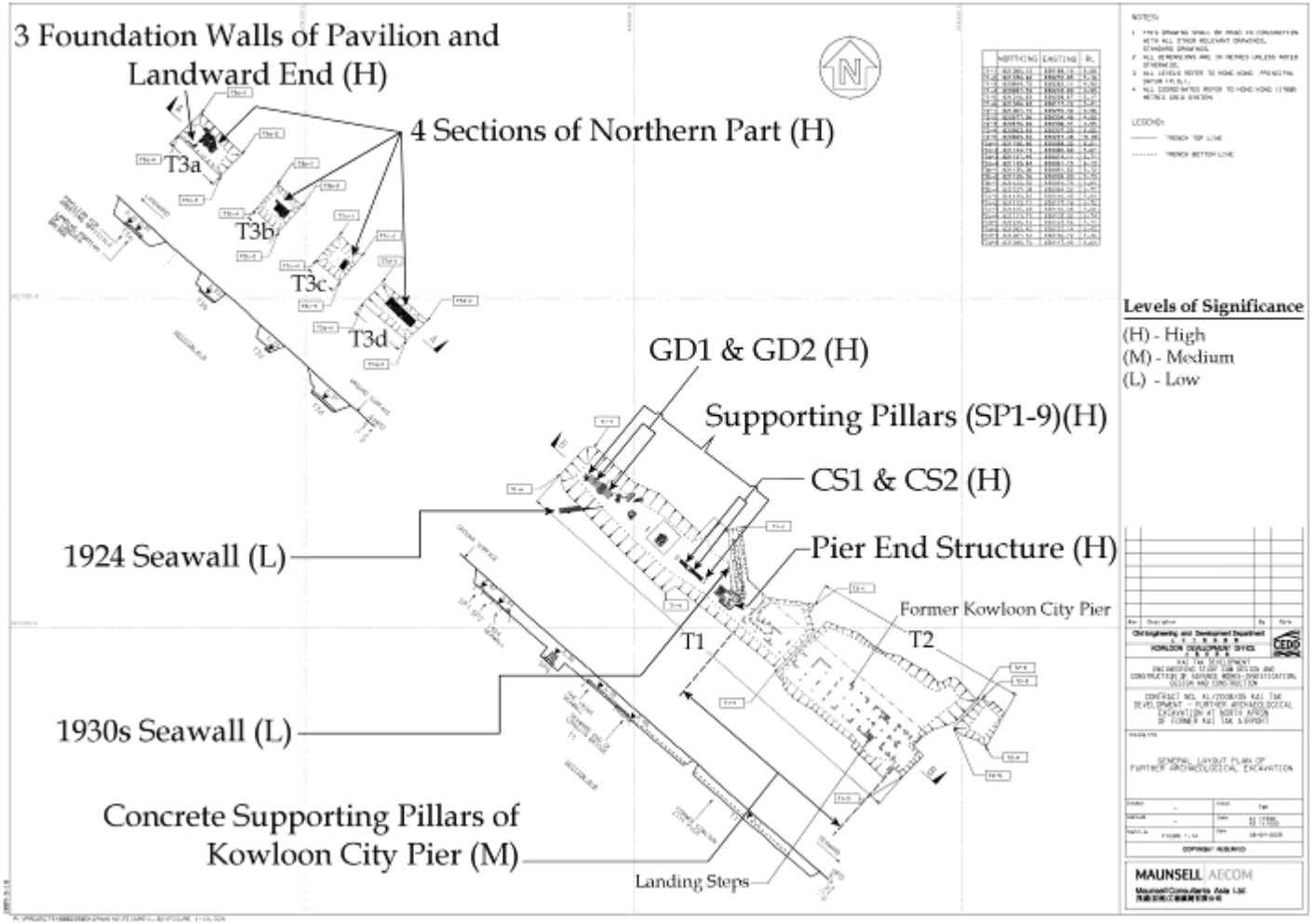
Photo showing the stone planks and pier of Longjin Bridge in May 2008

Annex F

Location of Test Trench (area in green), extension of test trench(areas in red) and predicted alignment of the Longjin Bridge (blue line)

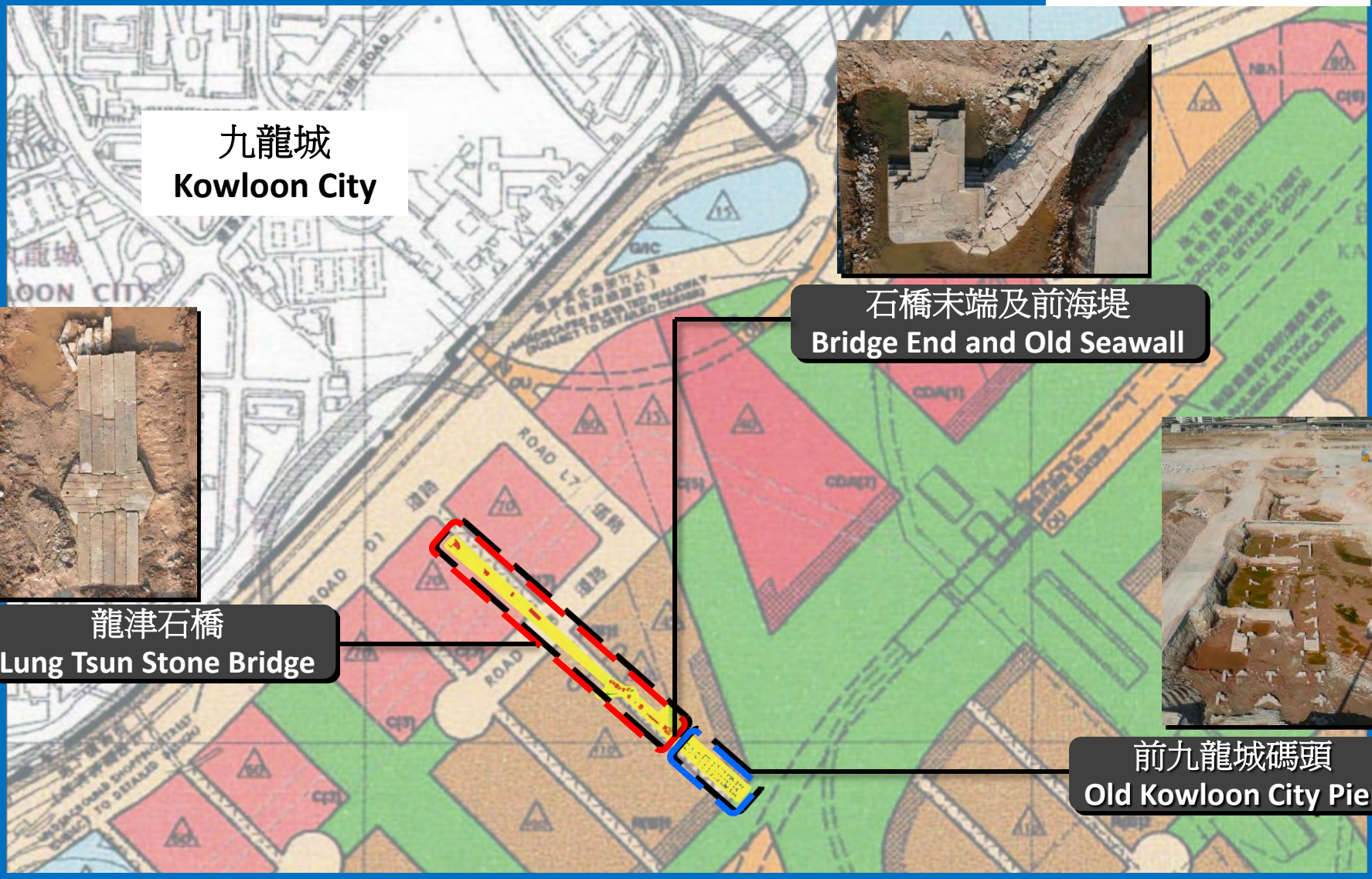


Annex C



Major archaeological features identified at the Site by 2008-09 archaeological investigations with levels of significance

Annex 2



啓德分區計劃大綱圖(圖則編號S/K22/2)上的石橋遺址 位置

The Bridge Site on Kai Tak Outline Zoning Plan (Plan No. S/K22/2)