

香港特別行政區政府

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22 February 2021

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn.: Ms Doris LO)

Dear Ms LO,

**Legislative Council Public Works Subcommittee
Follow-up Actions to Meeting on 27 January 2021**

At the Public Works Subcommittee on 27 January 2021, some Members requested for supplementary information related to the agenda item on "470RO – Lung Tsun Stone Bridge Preservation Corridor at Kai Tak". The Government's responses are at the **Enclosure**.

Yours sincerely,

(Cecilia SUEN)
for Secretary for Development

Encl.

c.c.(w/e)

Antiquities and Monuments Office

Architectural Services Department

Leisure and Cultural Services Department

Civil Engineering and Development Department

(Attn: Ms. Susanna SIU)

(Attn: Ms. Jackie LEE)

(Attn: Mr. Horman CHAN)

(Attn: Mr. Ricky CHAN)

Legislative Council Public Works Subcommittee

**PWP Item 470RO –
Lung Tsun Stone Bridge Preservation Corridor at Kai Tak**

**Follow-up Actions arising from the Meeting held
on 27 January 2021**

The Public Works Subcommittee discussed the LegCo Paper No. PWSC(2020-21)31. In response to the request from the Chairman and Hon Junius HO Kwan-yiu, the Administration hereby provide the following supplementary information to elaborate the heritage and historic value of remnants of Lung Tsun Stone Bridge (LTSB), and how the proposed item of LTSB preservation corridor can effectively preserve and interpret its heritage and historical values. The relevant supplementary information is as follows:

History of LTSB

2. Built between 1873 and 1875, Lung Tsun Stone Bridge (LTSB) was originally about 210 meters in length and 2.6 to 4 meters in width (Photo 1). In 1892, a wooden extension of 80 metres was added by the local charity organisation Lok Sin Tong (樂善堂) after fund raising (Photo 2). In 1910, the timber extension of LTSB was replaced by a concrete structure, which was later modified to become the Kowloon City Pier. Part of LTSB was buried by the Kai Tack Bund reclamation carried out by the Government between 1916 and 1924 at the west shore of Kowloon Bay for property development. The surviving seaward portion of LTSB together with the Former Kowloon City Pier were continued in use until the Japanese occupation in World War II. The remnants of LTSB were buried under the new reclamation area for airport expansion. The Kai Tack Bund was converted to an airfield for Royal Air Force in 1927 and became Kai Tak Airfield in 1930. It was used as a military airport during the Second World War and was subsequently expanded into the former Kai Tak Airport.

Archaeological Works

3. After the relocation of the Hong Kong International Airport to Chek Lap Kok in 1998, an archaeological investigation undertaken in 2008 for Kai Tak Development identified remnants of LTSB. Further archaeological excavation conducted from 2008 to 2009 identified a supporting pillar. A full archaeological excavation was conducted from 2011 to 2012 and unearthed the remnants of LTSB, including the Pavilion for Greeting Officials, solid mass, supporting pillars, partial decking, the landing platform of LTSB as well as the remnants of the 1924 seawall, the 1933 causeway and the later Former Kowloon City Pier.

Heritage and historic value of LTSB

4. LTSB is a unique historical landmark. It had been closely related to the political, military, economic and social development of Kowloon City since the late 19th century. “Lung Tsun” bears the meaning of transport interchange. LTSB was the most important transport facilities connecting Kowloon City and witnessed the development and history of Kowloon Walled City and Hong Kong (Photo 3).

5. LTSB was also an important landmark on the coastline, linking the Kowloon Street and Kowloon Walled City. It was a visual reminder of the presence of Chinese officials and navy before the extension of the colony’s territory. The archaeological features unearthed within the original site of LTSB could represent the rapid change of townscape and landscape in Kowloon from 1875 to 1998.

6. The excavated archaeological features of LTSB are physical evidences relating to the Kowloon villages, Kowloon Walled City, Lok Sin Tong, Kowloon City Pier, Kai Tack Bund and Kai Tak Airport development. They are valuable in terms of urban or historical archaeology. It is particularly significant for understanding the history of Kowloon Walled City and Hong Kong (Photo 4).

7. LTSB is connected with the cultural heritage resources in its vicinity, particularly the Kowloon Walled City Park, significant heritage sites including the “Kowloon Walled City Site” (Site of Archaeological Interest) and the “Remnants of the South Gate of Kowloon Walled City” (Declared Monument) and “Former Yamen Building of Kowloon Walled City” (Declared Monument) located within the Park. Besides, there are other significant heritage items near LTSB, such as the wells and other archaeological features of the Song-Yuan period unearthed from Kai Tak

Area which are preserved in-situ and “Hau Wong Temple” (Declared Monument). Plaques donated by the officials from the Kowloon Walled City were preserved in “Hau Wong Temple”.

Preservation and interpretation of LTSB

8. With reference to the principles and practices contained in the authoritative cultural relics conservation charter and documents, Antiquities and Monuments Office (AMO) established the conservation guidelines in the conservation proposal in 2009, and proposed that LTSB remnants should be preserved on the original site. Area where the LTSB remnants buried should not be speculatively recreated and/ or conjecturally reconstructed (i.e. based on the existing evidence of an archaeological site or other sites, infer the past conditions of the archaeological site, and then reconstruct the inferred conditions with new materials). AMO consulted the Antiquities Advisory Board (AAB) on the conservation proposal and most of the members of AAB requested that the LTSB remnants should be preserved for public appreciation. In addition, the mainstream opinions collected during the first stage public engagement in the conservation of the LTSB remnants in mid-2010 were supportive of the following conservation proposals:

- (a) LTSB remnants should be kept in the original location;
- (b) all parts of LTSB remnants should be preserved for display;
- (c) if there is insufficient information, the incomplete part of LTSB should not be repaired or reconstructed to avoid creating “fake antiques”; and
- (d) the conservation plan for LTSB relics should aim at restoring the historical features of LTSB, but should not deliberately imitate the past environment, and the design of adjacent buildings should also match the LTSB conservation plan.

9. In addition, the Heritage Impact Assessment conducted for the project in 2017 also pointed out that “Its (the LTSB) location and orientation have remained unchanged for more than 100 years. Although LTSB has suffered multiple interventions and varying degrees of damage, its overall layout, construction materials and methods maintain a high degree of authenticity.” Therefore, if LTSB were to be speculatively reconstructed, its highly authentic cultural and historical value will be substantially reduced.

10. To showcase the significant heritage value of LTSB, the project would display LTSB remnants on the lower ground floor of the

Preservation Corridor, with exhibition area and interpretation facilities on both sides of the walkway. Different media, such as historical photos, three-dimensional models and interactive multimedia complementing with the background story, would be adopted to introduce the history and archaeological work of the LTSB and its relationship with the surrounding historical sites (such as the Yamen of the Kowloon Walled City, the Nanmen Remains, Hau Wong Temple, etc.). The heritage and historical values of the LTSB would be interpreted and the public understanding on the relationship between the LTSB and nearby historical sites promoted through the display of remnants and the provision of interpretation facilities. In the future, community groups would also be welcome to organise activities (such as guided tours) so that the public can understand the historical significance of the LTSB remnants.

Development Bureau
February 2021



Photo 1: Lung Tsun Stone Bridge in early 20th century

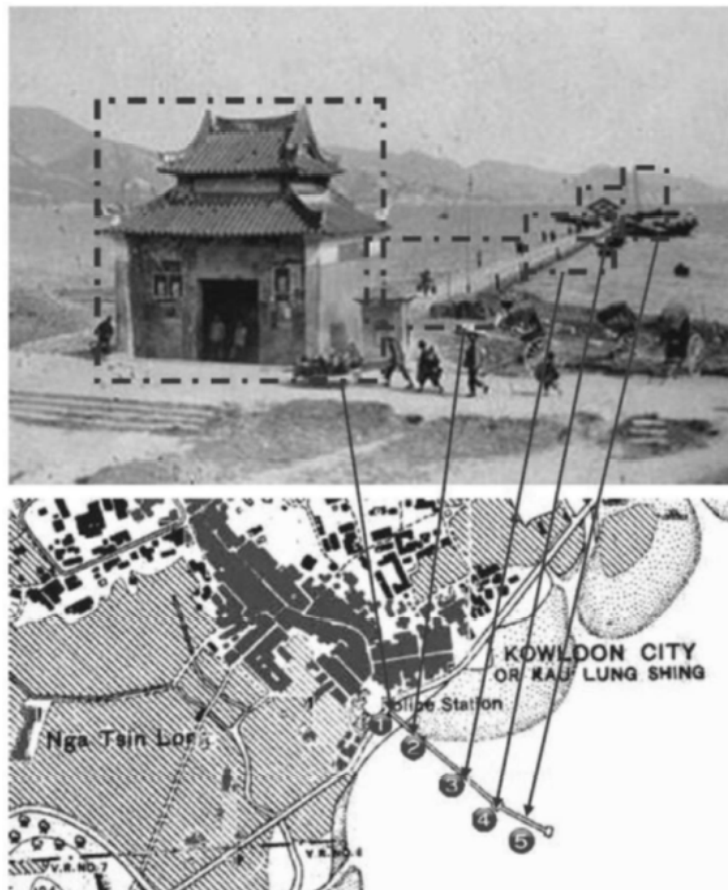


Photo 2: Compositions of the LTSB: ① Pavilion for Greeting Officials ② solid mass section ③ supporting pillar section ④ landing platform ⑤ extension



Photo 3: Kowloon Walled City in early 20th century



Photo 4: Lung Tsun Stone Bridge, Kowloon City Pier and causeway in the late 1930s

(Source of Photos 1 to 4: Heritage Impact Assessment on Lung Tsun Stone Bridge Preservation Corridor at Kai Tak)