

12.8.1.3 The site of the Kowloon City Public Pier lies within the former Airport Terminal Building area. The only possible site for the archaeological site investigation would be at the road between the former Airport Terminal Building and the Car-park Building. Possible site for the rock from the Kowloon Walled City is an old reclamation area near the western end of the Kai Tak Tunnel within the NAKTA area. Archaeological site investigation would be carried out by excavations in the form of trial pit / trench to reveal if anything remains underneath the existing pavement.

12.8.2 *Marine Archaeological Site Investigation*

12.8.2.1 The baseline marine archaeological review indicates a high potential for marine archaeological material within the study area. In accordance with AMO Guidelines, it is advised that geophysical surveys be conducted within the areas to be reclaimed to identify potential archaeological remains. However, these areas are being used as typhoon shelters with busy marine traffic, thus making geophysical surveys difficult, unsafe and may also compromise the quality of the survey data.

12.8.2.2 It is therefore recommended that geophysical surveys be conducted before the commencement of dredging and reclamation activities. Should the geophysical surveys reveal the presence of anomalies, such anomalies should be verified using either remotely operated vehicles (ROV) or divers to determine whether they are of any archaeological significance.

12.9 Impacts Summary

12.9.1 Assessment of heritage impact is based on a historical review of sites of cultural heritage. The original coastline and reclamation episodes, Sacred Hill and historical footpath have been reviewed. In addition, pre-aviation and aviation history of the area is studied. Other historical heritage sites identified in this study include the Kowloon City Execution Ground, the Kowloon City Public Pier, Fishtail Rock, Kowloon Rock, buildings within the Kai Tak Airport area, the Walls of Kowloon City, and Ma Tau Kok Large Animal Quarantine Depot.

12.9.2 The current layout plan reserves a district open area in Area 2H for re-instatement of the Sung Wong Toi Inscription Rock. A small artificial hill is recommended to be erected on the site of the original Sacred Hill, and that the remains of the Sung Wong Toi rock be removed from their present setting, and placed on the summit of the hill, on its original site, the hill to be designed to reflect the importance and solemnity of the site and its historical associations.

12.9.3 Besides, in order to retain the historical significance of the Fishtail Rock in the existing Hoi Sham Park, a view corridor is incorporated into the current layout plan to provide an unobstructed view from the Fishtail Rock to the Victoria Harbour. Besides, pedestrian linkage between the park and the New Development Area of SEKD will also be planned to make this heritage site more effective than it is now.

12.9.4 **Table 12.1** below summarises the identified sites of cultural heritage importance together with the recommended mitigation measures and further investigation to be undertaken.

Table 12.1 Summary of Identified Sites of Cultural Heritage Importance

Site of Cultural Heritage Importance	Recommended Mitigation Measures / Further Investigation
Sung Wong Toi Inscription Rock	An artificial hill is proposed to be erected on the site of the Sacred Hill in the district open area in Area 2H for re-instatement of the Rock. The Rock should be so placed that it would enjoy an uninterrupted sight-line to the sea.
Fishtail Rock	The Fishtail Rock in the existing Hoi Sham Park will be preserved with an unobstructed view corridor leading to the future waterfront. Pedestrian linkage between the park and SEKD will also be planned to make this heritage site more effective.

Site of Cultural Heritage Importance	Recommended Mitigation Measures / Further Investigation
Former Far East Flying Training School	It is proposed to preserve and relocate the group of buildings to the tourist node of SEKD to remark the post war development of Kai Tak Airport.
Post war buildings and structures of Kai Tak Airport	It is recommended to conduct detailed cartographic and photographic recordings of the buildings and structures prior to the commencement of any demolition works.
Cultural relics of the old airport and archaeological remains within SEKD	It is recommended to salvage and reuse the cultural relics and archaeological remains identified in the forthcoming archaeological investigation as features in the future promenade open space and Metropolitan Park.
Area at the foot of the former Sacred Hill	Archaeological site investigation with trial trenches is proposed near the eastern corner of the north apron area surrounded by Olympic Avenue and Sung Wong Toi Road.
Site of the Kowloon City Public Pier (the Old Lung Tsun Pier) and rock from the Kowloon Walled City	Archaeological site investigation with trial pit / trench is proposed around the 1943 coastline and the old reclamation area prior to the construction at the North Apron area.
The new reclamation area of SEKD	Marine archaeological investigation with geophysical survey is proposed before the commencement of any dredging and reclamation activities to determine whether there is any site of archaeological significance.



Photo A **The Sacred Hill from the West, 1898**

The Sacred Hill, with the Sung Wong Toi Rock on its summit, is clearly to be seen on the right of the picture. To the left, the northern hill shows the church and missionary buildings built there in about 1890. The houses at the foot of the Sacred Hill are those of the village of Ma Tau Chung (the houses in the foreground are part of Ma Tau Wai village). In front of Ma Tau Chung can be seen the causeway built to carry the Kowloon City Road over the creek in the late 1880s (Sung Wong Toi Road runs roughly along the line of the creek today). The whole of the southern hill lies under the landward end of the runway: the site of Ma Tau Chung village lies under the Hong Kong Aviation Club premises.



Photo B The Sacred Hill from the East, 1898

The Sacred hill, with the Sung Wong Toi Rock on its summit, is clearly to be seen to the left of the picture. The buildings on the northern (right-hand) hill are those built by missionaries in about 1890. The Boundary Fence, with the Customs Post where the Kowloon City Road crossed the Frontier is also clearly to be seen. The site of the Boundary Marker was at the top of the beach in the foreground. The roofs visible above the Boundary Fence are those of Kau Pui Shek Village. The beach in the foreground was the Kowloon City Execution Ground. The photograph was taken from the Kowloon City Public Pier. The land in the picture lies under the landward end of the runway.



Photo C **Kau Pui Shek and the Kowloon City Road, probably 1898**

This photograph shows the Kowloon City Road, with the cutting across the neck of the Sacred Hill made for it in the late 1880s. The Sacred Hill proper is that to the left of the picture. The buildings to the left of the road are some of the missionary buildings erected here about 1890. To the right of the road are the fields and houses of Kau Pui Shek village (in the foreground are matsheds, probably used as pig-sties, with the houses of Kau Pui Shek Village beyond). In the distance is the Kowloon City Public Pier: the 1892 wooden extension can clearly be seen at the seaward end. Everything in this picture lies under the landward end of the runway.



Photo D The Sung Wong Toi Rock and the Summit of the Sacred Hill

This photograph shows the upper part of the Sacred Hill, with the Sung Wong Toi Rock prominently on the summit. It was here that a pre-Song Watchtower stood. The site of the hill lies beneath the landward end of the runway.

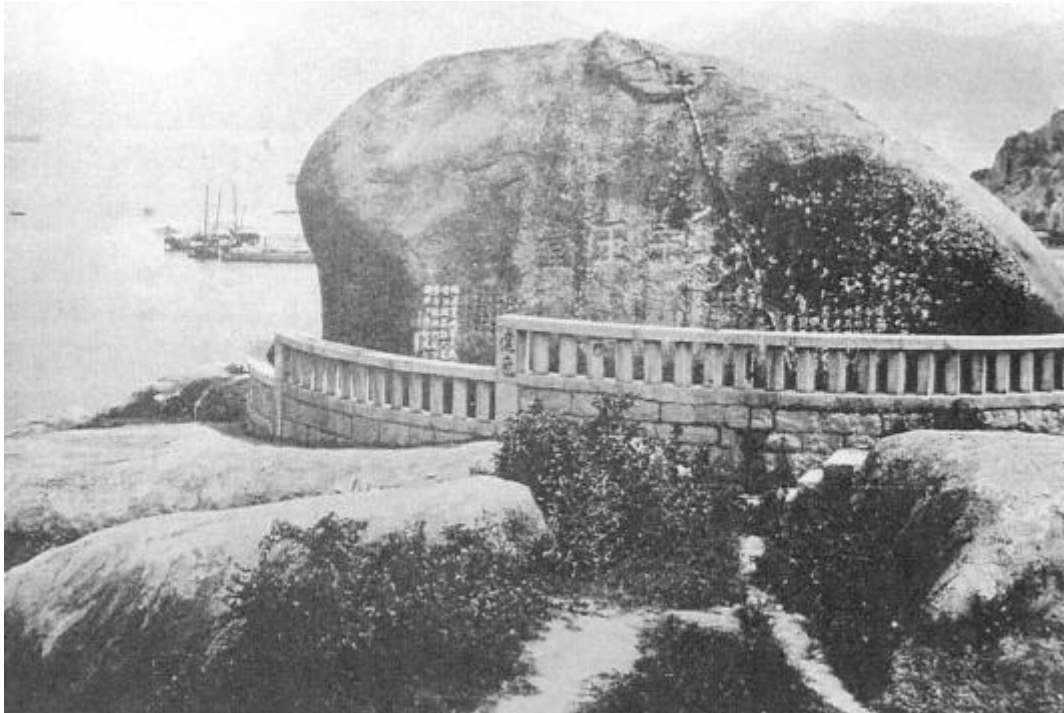


Photo E **The Sung Wong Toi Rock, about 1910s**

This photograph shows the Sung Wong Toi Rock from the north. The unrestricted view to the open sea lies to the left of the picture (the "nose" of the rock points towards the open sea). The pre-Song Watchtower is believed to have stood a little to the left of the picture. The boy-Emperor Ching and his entourage looked out to sea from here at some point during their residence at Kowloon City in 1277. The main inscription on the rock can be clearly seen to either side. The junks in the middle distance are anchored at the piers at Ma Tau Kok which served the quarries there. In the distance can be seen the hills of Hong Kong Island. The Rock and the hill on which it stands lie today under the landward end of the runway.



Photo F **Execution of Pirates at the Kowloon City Execution Ground, 1891**

The Kowloon City Execution Ground was the beach next to the Boundary Fence immediately south of the Walled City (see also Photo B). In this photograph it is being used for the execution of a gang of some nine or ten pirates. In the right background can be seen the Boundary Fence as it goes down to the sea (with some Hong Kong spectators clinging to it to get a good view). To the right, behind the right-hand-most pirate can be seen a few spectators being kept back from the execution site by soldiers (the civilians close to the execution site are Kowloon City Elders invited by the Magistrate).



Photo G Execution of Pirates at the Kowloon City Execution Ground, 1891

This photograph follows on immediately from Photo F. In this photograph, the soldiers and elders have left the Execution Ground, but the photographer (who must have been standing with his back immediately to the Boundary Fence) stayed behind to take this commemorative photograph with the Hong Kong naval and police officers who had caught the pirate-gang now lying at their feet. The Kowloon City Public Pier can be clearly seen immediately behind them. The flags near the landward end of the pier are those in front of the Fort (which is hidden from view). In the far distance can be seen the houses of Sha Tei Yuen village, which was cleared by the Japanese in 1942 for the extension of the airport. The Execution Ground, and the Public Pier, lie beneath the western end of the Terminal Building.



Photo H The Kowloon City Public Pier, 1890s

This photograph, taken from the pier, shows the Lung Tsun Pavilion at the landward end of the Kowloon City Public Pier. The tall flagpoles can also be seen in Photo G. The Fort which defended this landing place is just out of the picture, to the left. The houses behind the Pavilion are the shop-houses at the seaward end of the Kowloon City Market. The site of the pier itself lies under the western end of the Terminal Building, the site of the Pavilion lies immediately to the north of the Terminal Building, close to the southern side of Prince Edward Road.



Photo I The Kowloon City Public Pier, about 1920

Although this is a poor reproduction, this shot shows the 1873 stone pier with its stone slabs and heavy piers very clearly. The structure at the end of the pier is the wooden shelter provided to shelter passengers waiting for the ferry to Hong Kong, and built in 1910 when the end of the pier was reconstructed in concrete. This concrete extension can be seen just in front of the shelter. Nearer at hand, the Kowloon City fishing fleet, (which did not require so deep a draught) can be seen moored to the pier. All the sea in this picture, and the part of the pier shown, are now buried beneath the western end of the Terminal Building.

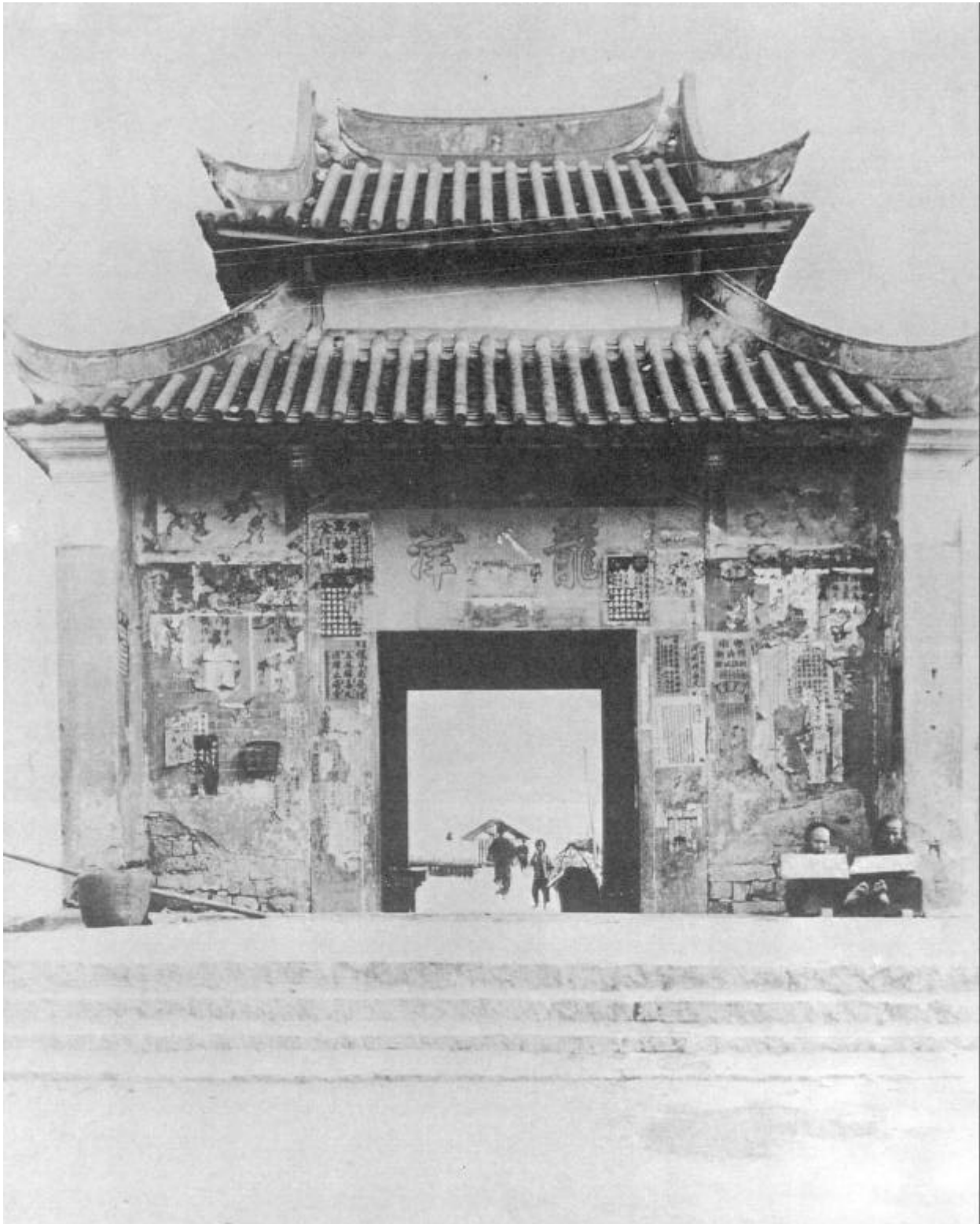


Photo J **The Lung Tsun Pavilion, about 1910**

This shows the landward entrance to the pier-pavilion. The pier can be seen, including the 1892 wooden extension, through the arch.



Photo K The Sacred Hill and the Bridge and Footpath leading to Ma Tau Wai Village

This photograph shows the ancient stone bridge where it crossed the Ma Tau Chung creek at the foot of the Sacred Hill. The great boulders on the summit of the hill are clearly to be seen, as also the shrine to the Bridge Spirit at the bridge-foot. Ma Tau Chung village lies outside the picture, to the left.