

# Harbourfront Connectivity Study

Connecting "Forgotten" Waterfronts  
Executive Summary



## Executive Summary

### Background

Hong Kong is home to one of the most spectacular harbours in the world. Skyline view of the Hong Kong Island from Victoria Harbour is like no other. However, in terms of continuity of the waterfront promenade and accessibility of the harbour, Hong Kong lags behind other major harbourfronts around the world.



Spectacular Hong Kong skyline

Planning and development of Victoria Harbour and its adjoining areas has been an ongoing process with several in-depth studies being prepared during recent decades. However, the focus of these earlier studies including *Metro Plan* was on reclamation and related development to expand the urban core of Hong Kong. More recently, the ongoing debate over the extent of reclamation and moves to protect the harbour, have increased public awareness of Victoria Harbour and it is now viewed as an important natural asset that should be cherished and enjoyed. In response Town Planning Board (TPB) endorsed the "Proposed Vision and Goals for Victoria Harbour" in 1999. The vision statement was "To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong - a harbour for the people and a harbour of life". This was followed by TPB's *Planning Study on the Harbour and its Waterfront Areas* completed in 2003.

Planning Department's 2007 study *Hong Kong 2030* reinforces that "Victoria Harbour is an important asset of Hong Kong; continuous effort is needed to make it attractive, vibrant, accessible and symbolic for local people and tourists". More recent efforts in 2007, to create a vibrant, attractive and sustainable harbour include the *Harbour Planning Principles and Guidelines* developed by the Harbour Enhancement Committee (HEC) and the Harbour Business Forum (HBF). The HBF also commissioned *Land Use Audit of the Harbour*, which

focuses on the current lack of access and incompatible uses along the harbour and the *Harbour Values Study*, that emphasized the value of an enhanced and accessible harbourfront reinforcing current public aspirations for the enjoyment of the harbour.

Commissioned by the HBF, The Harbour Connectivity Study (the Study) looks at the connectivity both around and to the harbour. Currently about 60% of the harbour lacks continuity of access along the water and is also inaccessible to people from the hinterland. The Study suggests ways to implement a continuous harbourfront promenade by developing key urban design proposals supported by engineering solutions and finds practical means for resolving issues that currently prevent continuity from being achieved.



Inaccessible harbourfront

Several prominent areas around the harbour district such as Central, West Kowloon, Kai Tak, Wan Chai and Hung Hom are not included within this Study as they are currently being planned by Government and incorporate harbourfront enhancement proposals. However, current temporary uses on these sites need to be made accessible as it will take several years before planned implementation is completed in each case.

The Study focuses on less prominent areas such as Sheung Wan, North Point, Heng Fa Chuen, Kowloon Bay, To Kwa Wan and Yau Ma Tei Typhoon Shelter, all of which have missing links that prevent continuous access along the harbourfront.

### Key Connectivity Issues

A number of key connectivity issues were identified in the analysis stage of the Study including:

- Numerous breakdown points exist that prevent continuous linkage along the harbour mainly due to incompatible temporary and long term uses;
- Lack of physical access and visual corridors from the hinterland to the harbourfront, due to physical barriers created by large developments, elevated roads and wide ground level road footprints;
- Existing underutilized ferry piers and vehicle holding areas not only limit connectivity along the waterfront and land marine interface, but result in lost opportunities for businesses and public enjoyment;
- Insufficient activity nodes and space for programmed seasonal activities and events to celebrate the harbour and accommodate related activities along the harbourfront;
- Lack of signage and way finding for people to access the existing waterfront promenades along the harbourfront; and
- Lack of a clear plan and strategy for implementation, funding and management, supported by departmental coordination and practical measures to improve harbourfront connectivity.



Finding a pathway to the harbourfront

## Objectives for Harbourfront Connectivity

The goals of the Study are to improve connectivity along and to the harbourfront in the “forgotten waterfronts” of the harbour; provide better land and water access to the selected areas; improve access to temporary uses along those parts of the waterfronts which are currently being planned. The following objectives help to improve harbourfront connectivity:

- Create a continuous waterfront connection with a minimum width of 10m to 30m for both pedestrians, and cyclists to connect existing and new waterfront promenades;
- Provide improved physical access for pedestrians from the hinterland to the harbourfront capitalizing on view corridors and vistas;
- Provide connectivity by water transport in the form of harbour hoppers, water taxi and sampan service where feasible, to access several points of interest along the harbourfront;



Provide water access by water taxi

- Better utilize existing landing steps and piers to create opportunities for mooring of boats to allow for more waterfront access and marine related activities;
- Provide landscaped areas, flexible open space, and, activity generators to create destination nodes along the harbourfront to make it more attractive for the enjoyment of all;

- Provide for pedestrian amenity and safety, along the harbourfront promenade with paving, seating, kiosks, lighting, water fountains, public toilets, phone booths, and signage, with provision for elderly, and handicapped access; and



Paved pedestrian promenade

- Provide adequate signage and harbourfront maps to improve way finding to and along harbourfront.

## Site Area Selection and Analysis

Through site visits, eleven potential areas were identified as being currently inaccessible areas which could be made accessible by implementation of practical schemes within a short time period and on a cost effective basis.

## Potential and Selected Areas

Assessment of the eleven potential areas was undertaken and criteria were established for ranking of identified blockages so as to select six waterfront areas for detailed study. The selected six areas were based on their potential for connectivity, locational importance, land use, physical functions, leisure and recreational significance and their tourism potential and ease of implementation. Relevant Government Departments and/or land owner(s) were liaised with to identify any particular issues which need to be addressed that might limit enhancement and connectivity opportunities. The six selected areas are:

Area 1 – Sai Wan to Sheung Wan

Area 2 – Causeway Bay Typhoon Shelter to Quarry Bay Park

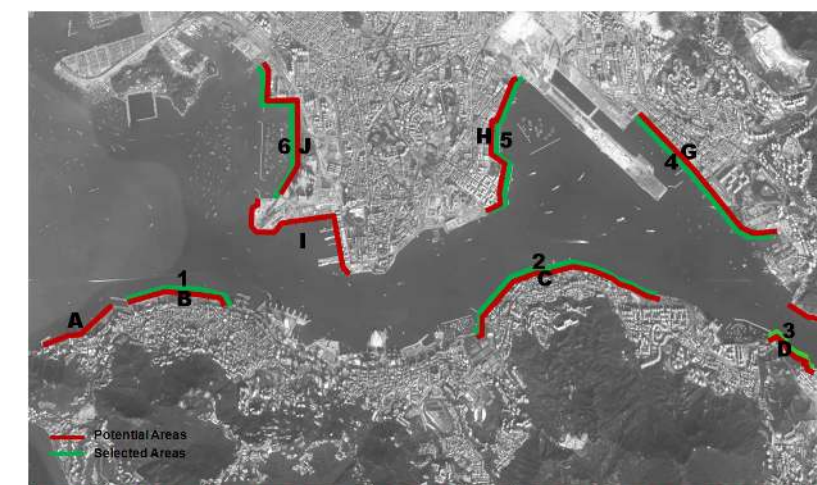
Area 3 - Shau Kei Wan Typhoon Shelter to Heng Fa Chuen

Area 4 - Yau Tong to Kowloon Bay

Area 5 - To Kwa Wan to Hung Hom

Area 6 - Yau Ma Tei Typhoon Shelter to Tai Kok Tsui

Detailed analysis of the six areas was undertaken to determine problems and opportunities and the way to resolve or capitalize on these aspects. Fundamental to the process was to arrive at practical means of implementation through the development of key urban design proposals. These are backed by feasible engineering solutions which could be taken on with Public Private Partnership between related Government Departments, District Councils and private enterprise.



A. Kennedy Town Abattoir to Shek Tong Tsui 1B. Sai Wan to Sheung Wan 2C. CB Typhoon Shelter to Quarry Bay Park 3D. Shau Kei Wan Typhoon Shelter to Heng Fa Chuen E. Chai Wan to Siu Sai Wah F. Lei Yue Mun 4G. Yau Tong to Kowloon Bay 5H. To Kwa Wan to Hung Hom I. TST west to West Kowloon J6. Yau Ma Tei Typhoon shelter to Tai Kok Tsui

## Key Recommendations

### General Proposals

Preliminary urban design proposals were developed for these less prominent areas that would improve harbourfront connectivity from 8.8 km to a total of 22 km within six selected areas around the harbour. Proposed recommendations include:

- Enhancement of existing waterfront streets and promenades with pedestrian amenities and streetscape improvements such as paving, lighting, street furniture, and landscaping where possible;
- Connection of missing sections by creating new links in the form of cantilevered boardwalks, bridge links and cycle paths supported by feasible engineering solutions;
- Upgrading the existing underutilized piers to create activity nodes by including cafes, restaurants and retail uses, with improved water access in the form of harbour hopper, water taxi and sampan service where feasible;



**Upgrading the existing underutilized piers to create activity nodes**

- Provision of new waterfront promenade and related uses by terminating existing car parking leases along the harbourfront as needed; and
- Provision of easy to read signage and harbourfront maps to improve way finding to access the harbourfront.

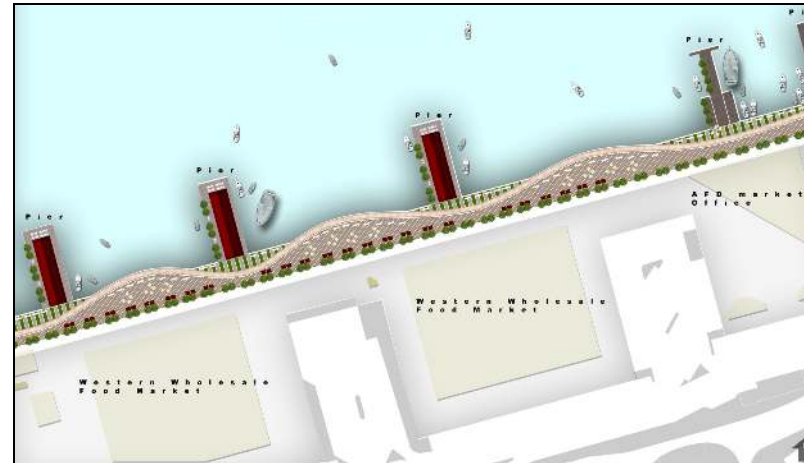
## Major Proposals

There are six key proposals which would make a significant improvement to public access and continuity along the harbourfront. These dramatic changes could be implemented relatively easily.

- (1) Transformation of Western Wholesale Food Market Piers at Sai Wan

The Wholesale Market is located on the waterfront and has five piers which are seldom used as most goods are

delivered by truck. These piers and about 20 meters of the site immediately adjacent to the waterfront could be made available for public use without adversely affecting the market operations. This could become a major public focal point of waterfront activity for Western district.



**Detailed proposals at the Western Wholesale Food Market Piers**

- (2) Pedestrian and Cycle Path under the Island Eastern Corridor (IEC) from North Point to Quarry Bay

The provision of a pedestrian and cycle path underneath the IEC has been shown to be feasible. It would provide a major improvement to pedestrian and cycle connectivity along the harbourfront, a significant public amenity, similar to the Avenue of the Stars in Tsim Sha Tsui and the cycle path network in Sha Tin.



**Photomontage showing the cycle path under IEC linked to the hinterland**

- (3) Waterfront link through Lei Yue Mun Gap from Sha Kei Wan to Heng Fa Chuen

Creation of a sensitively designed pedestrian and cycle link near the water through Lei Yue Mun Gap would greatly facilitate connection between Sha Kei Wan and Chai Wan. It could be integrated with the Coastal Defense Museum. The path would be a dramatic addition as a tourist attraction as it is so close to large numbers of ships passing through Lei Yue Mun Gap.



**Detailed proposals connecting the Lei Yue Mun Fort pedestrian and cycle path**

- (4) Renovation of the ferry piers at North Point, Kwun Tong, and Kowloon City and re-introducing water transport along the harbourfront

Upgrading existing underutilized ferry piers to transform them into major destination nodes along the harbourfront with seafood restaurants, café's with alfresco dining and marine related activities. Utilizing ferry piers and landing steps for water transport along the harbourfront in the form of harbour hopper, water taxi and sampan service where feasible.



Photomontage showing renovated North Point (West) Ferry Pier



Photomontage showing renovated Kwun Tong Ferry Pier with water taxi service

- (5) Link alongside Yau Ma Tei Typhoon Shelter from West Kowloon Temporary Park to Tai Kok Tsui Promenade

A significant cycle and pedestrian link between the future West Kowloon Cultural District and Tai Kok Tsui in the vicinity of Olympic Station is proposed. This only requires consolidating the Cargo Working area and setting back of the fence line between the Public Cargo Working Area and the West Kowloon Highway. Existing landscaping along the Highway could be incorporated into the design and the fence setback for 5 to 10 meters to provide a convenient connection.



Photomontage showing the pedestrian and cycle path along Yau Ma Tei Typhoon Shelter

- (6) Continuous Harbourfront Paths on Hong Kong and Kowloon Side

There are existing connections along the waterfront, or in the vicinity of the waterfront, but it is difficult to identify or access them from the hinterland.. It is proposed that Harbourfront Paths be identified on both sides of the harbour in a similar way to the Heritage Trails or the trails in the Country Parks. Special signage should be provided and information boards provided at places of interest. The achievement of the pathway would be a “work in progress”, but the actual creation of the concept would facilitate the achievement of the connectivity objectives. These could also be developed as “Harbourfront Maps” and posted on the internet to improve way finding to the harbourfront from the hinterland.

Preliminary urban design proposals for the six selected waterfront areas are included in Part B of this report.

### Engineering Feasibility

There were a number of locations where these preliminary proposals required engineering input to ensure that they were practicable. These include:

- The proposals under the Island Eastern Corridor;

- The pathway through Lei Yue Mun Gap; and
- A typical form of cantilevered boardwalk.

Feasible engineering and environmentally sensitive solutions were developed by Scott Wilson Ltd., and are summarized within Part B. Detailed engineering assessment and proposals are included as an Appendix to the report.

### Implementation

The Study has identified the means for implementing the proposals and these are divided into short term and long term measures. As most of the land involved is Government land, a focus on implementing connectivity by Government Departments could provide significant improvements in a very short period. Expenditure on these public infrastructural works would improve the quality of the urban environment and is compatible with Government’s stated policies. There is tremendous scope for the Development Bureau to take a dominant role in pulling all of the implementation agencies together. Some of the measures identified are summarized below:

Lands Department (LD) controls much of the waterfront land through short term tenancies and short term allocations to Government Departments. For any land with waterfront access it should only be granted for short term uses compatible with the public use of the waterfront, including recreational uses, kiosk, food stalls, restaurants, small scale commercial activities compatible with public use of the waterfront. Every short term grant of land must include a requirement for a 10 to 30 meters wide public access along the harbourfront so as to progressively create a connection along the whole harbourfront. Lands Department should place a priority on tendering those sites

identified for permanent development so that the private sector can play a role in improving the waterfront.

Planning Department (PlanD) should play a major role in identifying the Harbourfront Paths on both sides of the Harbour and in developing a Harbourfront Plan which co-ordinates all of the short term and long term proposals. It should take action to remove and rezone sites identified for inappropriate engineering facilities on the waterfront, such as pumping stations, sewage treatment works and pump houses, so as to promote better harbourfront connectivity.

Architectural Services Department (ArchSD) should review the designs of public spaces along the waterfront so as to ensure that they are of a high quality and actively promote the development of a continuous waterfront promenade. It should ensure that themes and variety are developed, and that the result is a continuous vibrant area with flexibility for a wide range of activities.

Civil Engineering and Development Department (CEDD) should include within its Works Program specific funding items which are exclusively for harbourfront connectivity and enhancement so as to progressively implement short term and long term improvement projects.

Marine Department (MD) and Transport Department (TD) should review ferry pier operations and the need for large areas of land sterilized by vehicular ferry Piers and vehicle marshalling areas. All piers should be transformed as focal points for activity and should encourage better land/marine interface and better waterfront access.

Highways Department (HD) and Transport Department (TD) should ensure that all waterfront streets and promenades are enhanced with proper signage, pedestrian amenities, high quality pavement, lighting, street furniture and other streetscape improvements. The continuity of a pedestrian and cycle path on both sides of the harbour is feasible and should become a priority for implementation.

Leisure and Cultural Services Department (LCSD). There are major areas of the waterfront zoned for permanent open space use. LCSD should consider creating a special vote for implementing these open spaces as soon as possible. There is a need to consider connectivity and a variety of public uses of the areas along the waterfront.

## Conclusion and Way Forward

The Study has proposed several key recommendations which are practical and relatively inexpensive and easy to implement, opportunities for businesses and adjacent communities that will make Hong Kong's harbourfront more accessible and pleasurable for local residents and tourists alike.

The proposals will increase harbourfront connectivity by over 130% within the six selected areas, providing a continuous waterfront promenade for an additional 8.7 km on Hong Kong Island and 4.2 km on Kowloon side. An additional 8.9 km of existing open space at West Kowloon and Kai Tak will become accessible by water taxis and harbour hopper service.

Site	Initial (m)	Proposed (m)	Total
1B Sai Wan to Sheung Wan	422	3609	4031
2C. CWB Typhoon Shelter to Quarry Bay Park	2674	3825	6499
3D. Shau Kei Wan Typhoon Shelter to Heng Fa Chuen	623	1339	1962
4G. Yau Tong to Kowloon Bay	1380	1757	3137
5H. Hong Hom to To Kwa Wan	2854	597	3451
J6. Yau Ma Tei Typhoon shelter to Tai Kok Tsiu	823	1824	2647
Total (m)	8776	12951	21727

### Initial and Proposed length of connectivity

Site	Temporary access (m)
West Kowloon	2746
Kai Tak	6212
	8958

### Length of temporary access

Hong Kong is promoted as Asia's World City and is home to one of the world's most breathtaking harbours. However, it is unfortunate that it is currently inaccessible for the most part. The Study's key recommendations add significantly to the "livability" of the city and can be implemented in the short and long term. Better coordination among related Government Departments and through Public Private Partnerships involving the community, large and small businesses and all other stakeholders can work together to create new destination nodes along a 22 km continuous harbour promenade within Hong Kong's "forgotten waterfronts".

This Study is an important step in starting the process of developing an overall framework for continuous harbourfront connectivity which will have a significant impact on the city, business and the community by improving the quality of life of Hong Kong people. Using the incremental approach to harbourfront connectivity proposed within this Study, realization of a continuous waterfront promenade around the entire harbour district will soon become a reality. Victoria Harbour will reclaim its true identity and by providing an opportunity for local residents and visitors to experience and enjoy its unique harbourfront, Hong Kong will be able to join the great urban waterfronts of Baltimore, Boston, London, San Francisco, Sydney, Barcelona and Vancouver.

## Area 1: Sai Wan to Sheung Wan

### Introduction

This area starts from Kennedy Town, New Praya and Cadogan Street through to Shun Tak Centre and covers a distance of approximately 4 km. Much of the land along the waterfront has been dominated by uses that are not conducive to public enjoyment of the harbour. The area is currently undergoing a transformation, which may enable new opportunities to provide public access to the waterfront.

### Exiting Connectivity

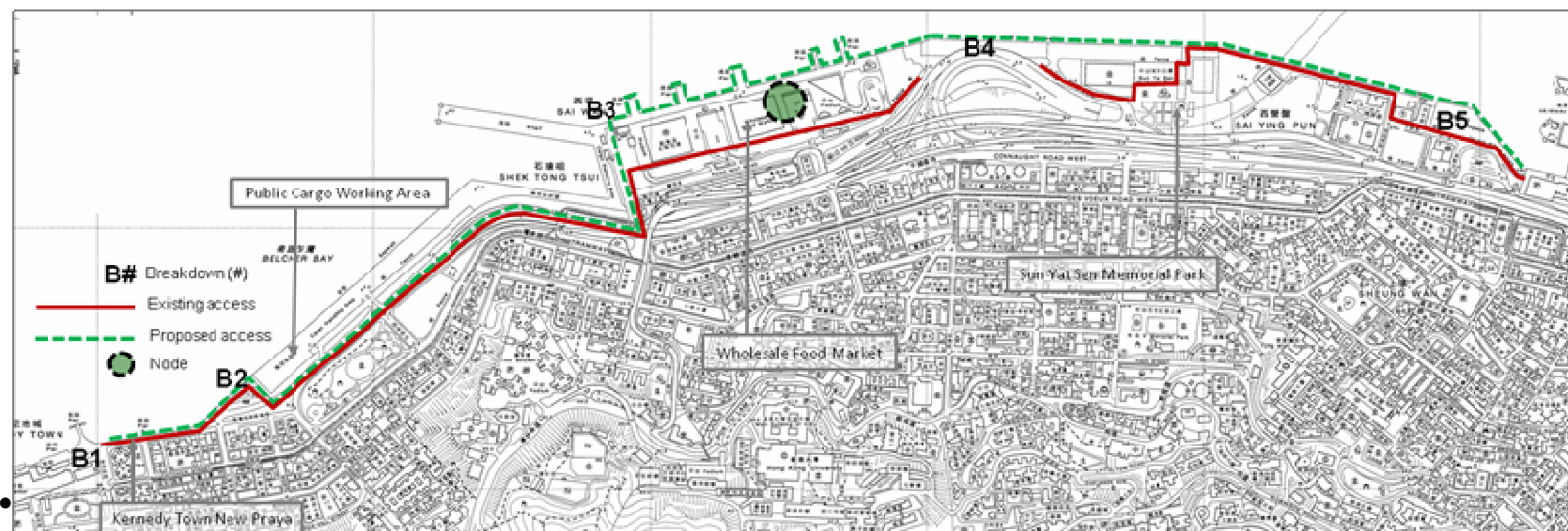
There are four breakdown points where the continuous linear linkage along the harbourfront is interrupted.

The first breakdown (B1) occurs at the Eastern end of Kennedy Town New Praya. Second breakdown (B2) is at the Western District Public Cargo Working Area. Third breakdown (B3) extends from the eastern end of the Western District Public Cargo Working Area through the Wholesale Food Market. Fourth breakdown (B4) is in the area in front of Sun Yat Sen Memorial Park. Fifth breakdown (B5) is where the current construction is in progress in front of the electricity sub-station.

### Key Urban Design Proposals

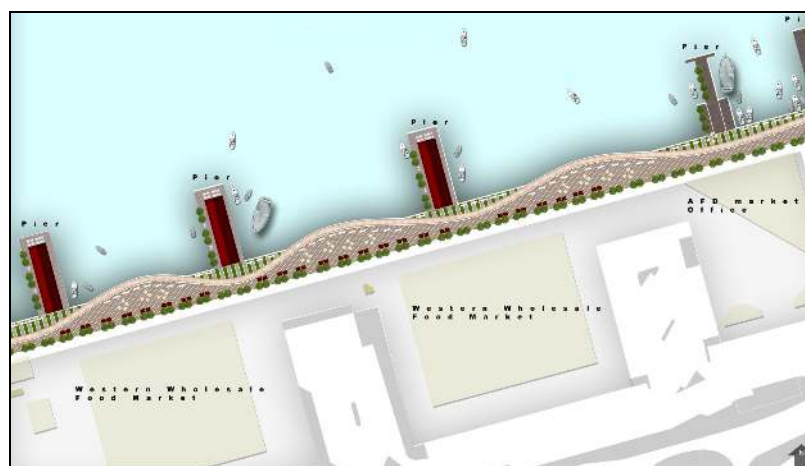
The Western district will be linked to the Central waterfront with a high amenity pedestrian access that increases harbourfront connectivity from Sai Wan to Sheung Wan. Key urban design proposals include:

- A cantilevered boardwalk along the water edge at Kennedy Town Praya where adequate space for a pedestrian promenade is not available;
- Build structures over the existing piers near the Wholesale Food Market to include cafes, restaurants etc., with water taxi service;



Existing and proposed connectivity from Sai Wan to Sheung Wan

- A new waterfront promenade and related uses by terminating existing car parking leases along the harbourfront near the Indoor Games Hall;
- Existing waterfront streets and promenade in front of Sun Yat Sen Park are enhanced by paving, lighting, street furniture and landscaping where possible;
- Easy to read signage and harbourfront maps to enable way finding and easier access to the harbourfront, from the hinterland and the water side.



Detailed proposals at the Western Wholesale Food Market Piers



Current



Proposed

Photomontage showing upgrading of piers near the Wholesale Food Market at Sai Wan

### Engineering Solution

Within the harbour area most of the vertical seawalls comprise unreinforced concrete blocks with an unreinforced in-situ concrete cope beam. In areas where there is insufficient room for the cycle-track because of land access or buildings close to the water's edge, the cycle track structure will have to be cantilevered over the sea from the wall. The cantilever will be anchored into

the seawall using stainless steel rock bolts or grouted stainless steel reinforcement bars. In order to reduce the structure weight and maintenance costs, fibre-reinforced plastic structural sections are proposed.

## Implementation

The land included in the proposals is all Government Land and could be implemented by the relevant departments such as Lands, CEDD, TD, HD, PlanD, ASD, MD, LCSD and AFCD.

## Short Term Measures

- Replace the tall waterfront fence at the Sun Yat Sen Memorial Park with a lower one which fits better with the design of the existing promenade (LCSD); and
- Upgrade all the waterfront promenade areas including Kennedy Town Praya with paving, lighting, street furniture and landscaping where possible (LCSD, ASD).

## Long Term Measures

- More detailed design and implementation of the cantilevered boardwalk on Kennedy Town New Praya (HD); and
- The return of the land including the piers in front of the Wholesale Food Market for public use and open space with pedestrian access needs to be resolved (AFCD, ASD).

## Conclusion

The above proposals when implemented will increase Harbourfront connectivity from Sai Wan to Sheung Wan from 0.42 km to 4 km.



## Area 2: Causeway Bay Typhoon Shelter to Quarry Bay Park

### Introduction

This area extends from Causeway Bay (CB) Typhoon Shelter near Victoria Park to Quarry Bay Park covering a distance of about 6 km. The CB Promenade is currently undergoing refurbishments which the study hopes to continue eastwards towards North Point and Quarry Bay.

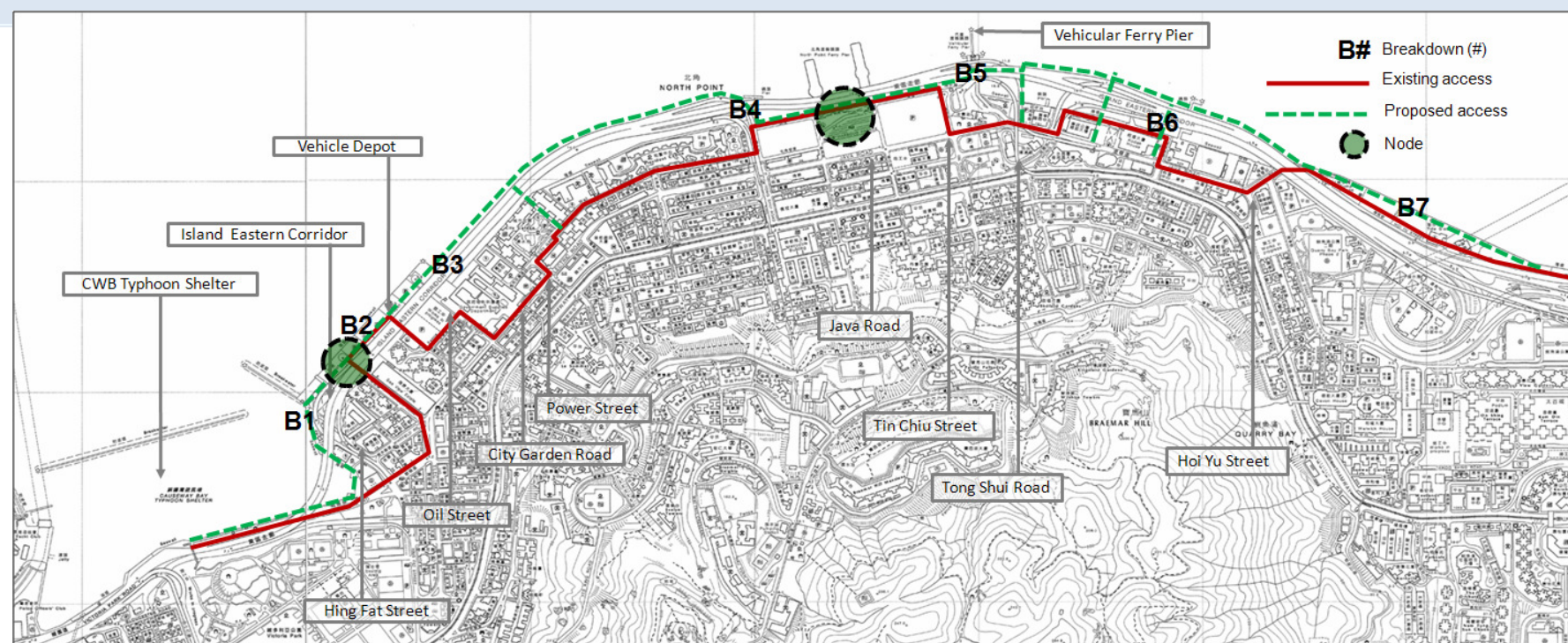
### Existing Connectivity

There are several points where the continuous linear linkage is interrupted.

The first breakdown (B1) occurs at the CB Typhoon Shelter area, where there are mostly government owned land with infrastructural uses such as electric substation, fire station etc including a privately held abandoned shipyard site. Second breakdown (B2) occurs at the Vehicle Depot to Oil Street. Most of this is private land. Third breakdown (B3) is a government sale site at Oil Street currently being used as a car park. Fourth breakdown (B4) is at the private commercial/ residential development that blocks the waterfront and makes it inaccessible to the public. Fifth breakdown (B5) relates to the area occupied by the Vehicular Ferry Pier and its marshalling area. Sixth breakdown (B6) relates to the area from the K. W Wah Centre to Hoi Yu Street where it passes under the IEC. Seventh breakdown (B7) is at the portion of the waterfront from the point where Hoi Yu Street comes under the IEC to the western boundary of Quarry Bay Park along the waterfront.

### Key Urban Design Proposals

The aim is to provide a link from the existing CB Typhoon Shelter Promenade near Victoria Park Road to the Quarry Bay Park Promenade with a high amenity pedestrian access that increases harbourfront connectivity by providing the missing link in between. Key Urban Design Proposals include:



Existing and proposed connectivity from Causeway Bay Typhoon Shelter to Quarry Bay Park

- A new open space at A King Shipyard site to enhance pedestrian connectivity from the CB Typhoon Shelter to Watson Street;
- A pedestrian and cycle track link under the IEC to Vehicle Ferry Holding area to better connect better with the waterfront, including pedestrian bridge links from the hinterland;
- An alternative link under the IEC which crosses the ground level vehicle access ramps to the ferry, maintaining priority for the ferry traffic if and when it is used;
- A new temporary waterfront promenade with open space and related uses by replacing existing car parking uses along the harbourfront under the IEC from the eastern edge of CB Typhoon Shelter to Oil Street;
- Upgrading the existing North Point Ferry piers with restaurants, Star Ferry Museum, seafood market, harbor ferry tours etc to form a strong destination node attracting more tourists as well as local people to enjoy the harbourfront.
- Temporary uses such as flea market and Dai Pai Dong stalls within the former North Point Estate site;

- Enhancement of existing waterfront streets and promenade with paving, lighting, street furniture and landscaping where possible; and
- Easy to read signage and harbourfront maps to enable way finding and easier access to the harbourfront, from the hinterland and the water side.

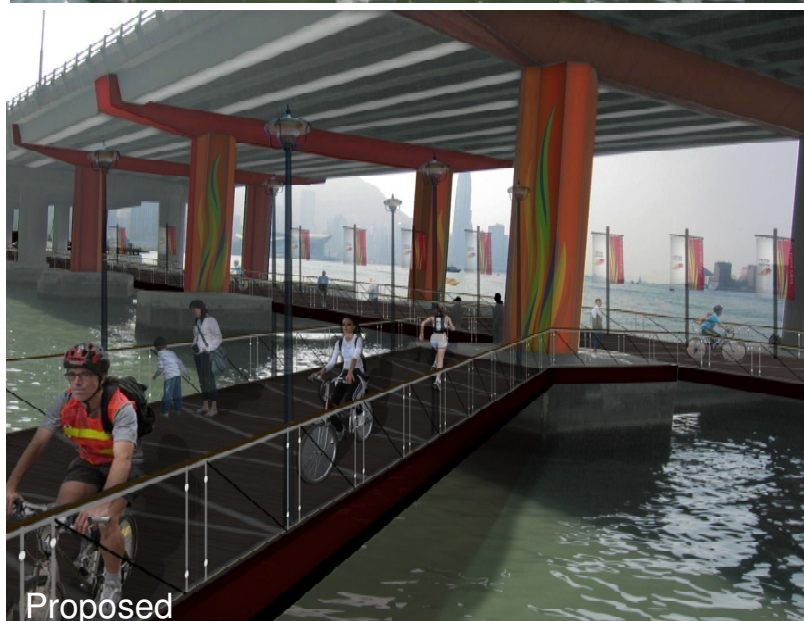


Detailed proposals at Watson Road to Oil Street sand depot

### Engineering Solution

Engineering solutions are structurally and financially feasible for spanning the cycle track under the IEC. The proposed alignment along the IEC is almost continuous and includes a series of bridges spanning between the pile caps of the expressway abutments. The cycle track spans would be about 24 m in length. It is probable that

the pile caps have a significant additional vertical load capacity as their critical load cases will be horizontal loading from either typhoons or ship impacts. The bridges could be supported either on the pile caps which support the IEC columns (i.e. directly beneath the IEC carriageway), or alternatively on the protective dolphins on the seaward side of the IEC. The bridges would be based on an aesthetically pleasing parallel truss constructed from fibre-reinforced plastic.



Photomontage showing the pedestrian and cycle path under the IEC with bridge link from the hinterland

## Implementation

### Short Term Measures

The following short term measures could be relatively easy to implement and at the same time, make a significant impact. The responsible body or Government Department is identified:

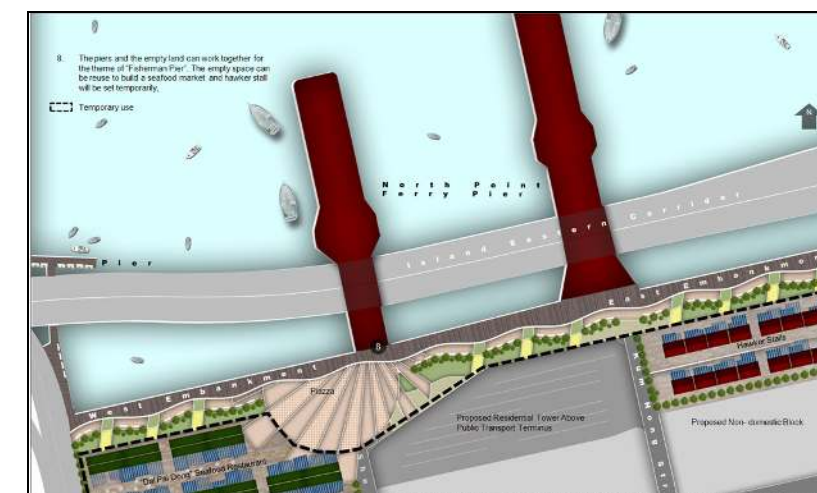
- Provide public access through the Fire Boat Station (Fire Services Department);
- Provide public access of 10 meters width along the waterfront through the Government Vehicle Depot (Govt. Transport Agency);
- Provide signage and way finding through the private car park areas near Watson Road (Private Owners);
- Provide a pedestrian connection from Hoi Yu Street to the western end of the waterfront park (District Lands Office);
- Grant Short Term Tenancies for waterfront uses along the Government land at Hoi Yu street (District Lands Office); and
- Provide a landscaped footpath along the northern side of Hoi Yu Street with railings to ensure pedestrian safety (Highways Department).

### Long Term Measures

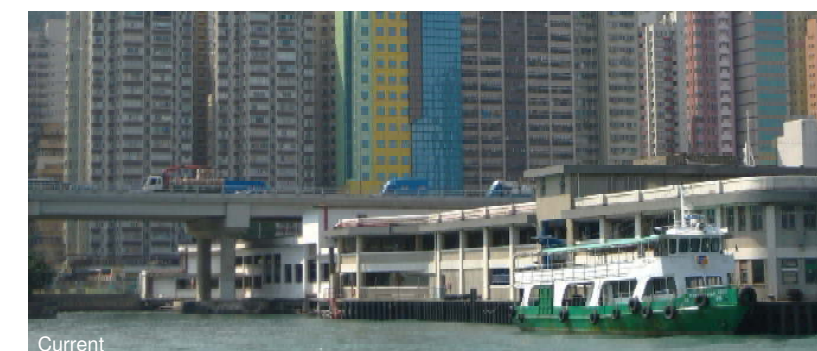
The long term implementation of the proposed connection would require the following to be addressed:

- The resumption of the A King Shipyard site for a public park and promenade (Lands Department);
- The construction of a cantilever extension to allow passage past the HEC substation site (CEDD);
- Implementation of the public park proposals and waterfront connections in the vicinity of Watson Road and Oil Street (Highways Department and CEDD);
- Implementation for the Oil Street Depot site as a major focal point on the waterfront (Lands Department);

- Construction of the linkage under the IEC structures (Highways Department); and
- Sale of the land in Hoi Yu Street for permanent development with waterfront promenade (Lands Department).



Detailed proposals at North Point ferry pier area



Photomontage showing the renovated North Point (West) ferry pier

**Conclusion**

The above proposals when implemented will increase Harbourfront connectivity from Causeway Bay Typhoon Shelter to North Point from 2.7 km to 6.5 km.

## Area 3: Shau Kei Wan Typhoon Shelter to Heng Fa Chuen

### Introduction

The area covers the waterfront promenade along the Shau Kei Wan Typhoon Shelter to the existing Heng Fa Chuen waterfront promenade. There are two existing high quality waterfronts within the site; however there is missing link of 1.34 km that separates the two promenades.

### Exiting Connectivity

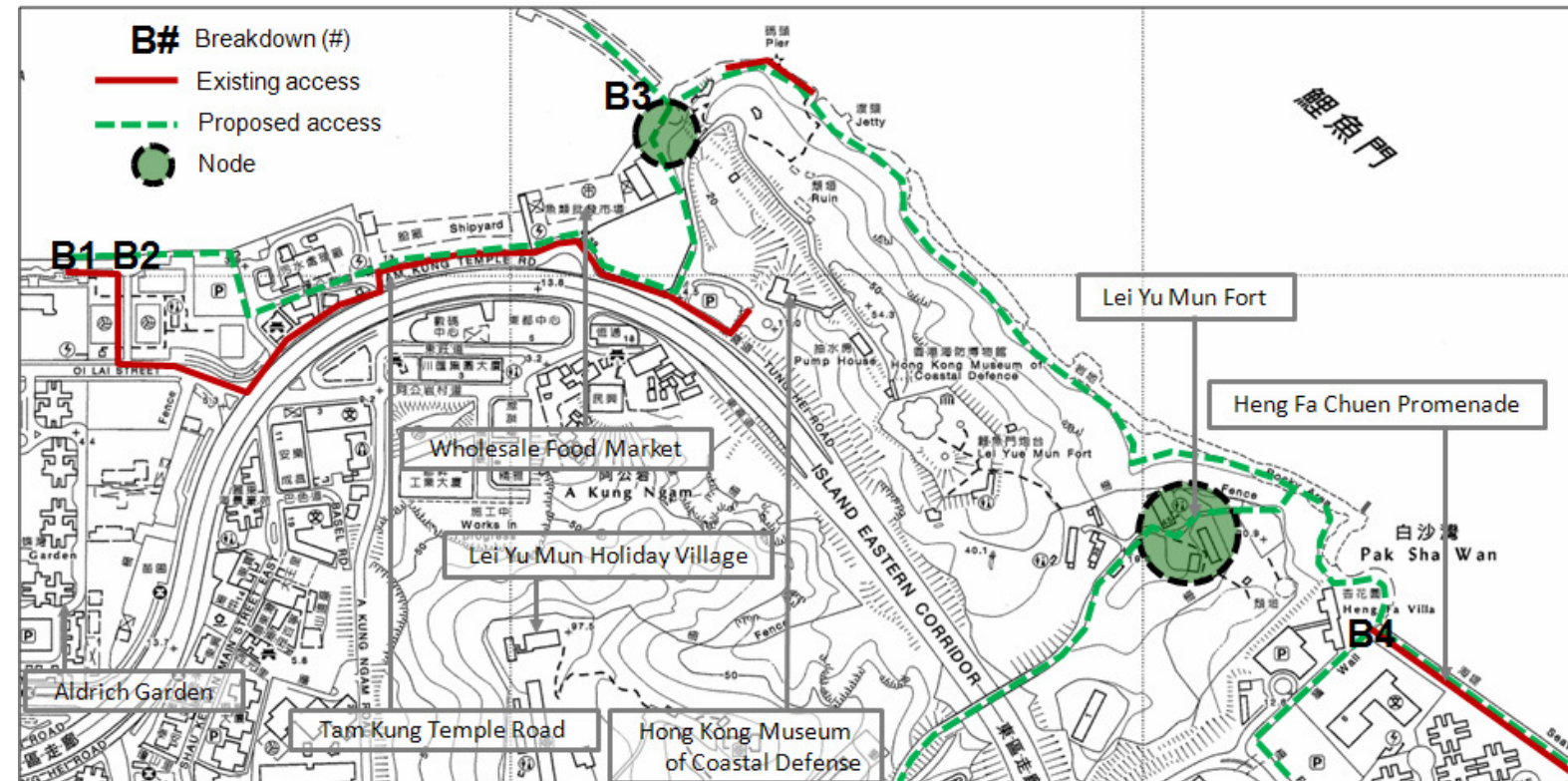
There are four breakdown points where the continuous linear linkage is interrupted.

The first breakdown (B1) occurs at the car park at the eastern end of the Shau Kei Wan Typhoon Shelter's waterfront promenade. Second breakdown (B2) occurs at the Sewage Screening Plant. Third breakdown (B3) is at western end of the Hong Kong Museum of Coastal Defense's promenade. Fourth breakdown (B4) is at the western end of Heng Fa Chuen Promenade.

### Key Urban Design Proposals

Shau Kei Wan waterfront will be connected to the Heng Fa Chuen waterfront promenade thereby increasing harbour connectivity and providing one of the most spectacular waterfront links in Hong Kong. Key urban design proposals include:

- Termination of temporary car parking to the eastern end of the Shau Kei Wan Promenade and enhancement of existing waterfront streets and promenade and Tam Kung Temple Road by introducing paving, lighting, street furniture and landscaping where possible;
- Creating nodes at the Wholesale Fish Market with traditional Chinese Dai Pai Dongs and seafood restaurants and the Lei Yu Mun Fort by renovating and reusing the former barracks for restaurants, tea house, youth hostel and training facilities;



Existing and proposed connectivity from Shau Kei Wan Typhoon Shelter to Heng Fa Chuen

- A bridge link from the breakwater, to the western end of the Coastal Defense Museum Promenade with a water taxi service at the breakwater;
- A suitable link with look-out points around the dramatic headland separating Shau Kei Wan and Heng Fa Chuen waterfronts promenades;
- Opening the existing pedestrian link that connects Lei Yu Mun Holiday Village to the Lei Yu Mun Fort to the east of the Museum of Coastal Defense; and
- Easy to read signage and harbourfront maps enable way finding and easier access to the harbourfront, from the hinterland and the water side.



Detailed proposal connecting Lei Yue Mun Fort pedestrian and cycle path

## Engineering Solutions

The design concept is to form a lightweight 5m wide walkway and cycle track structure which would follow the hillside contours just above the typhoon breaking wave zone at an elevation of approximately 10 mPD. The walkway will be supported on a series of piles at approximately 5 m centers, and stabilized by footings which connect the walkway deck to the slope along the inner edge of the deck. The lightweight deck sections will be assembled off-site and will be lifted into place from the sea using a derrick crane. To minimize the risk of corrosion and to allow for a link that can be easily lifted into position, it is proposed to construct the walkway from fibre-reinforced plastic. Because of variability in the natural slope, a flexible structure would be provided to span over small rock outcrops. This would be done by adopting a propped cantilever deck supported on a concrete pad at the inshore end and an FRP column socketed into the slope.

The columns would be filled with concrete to increase stiffness. Connections will be provided to the south, leading to the disused former barracks site, and to the north, where steps can be provided to viewing points on rocks, and to allow visitors direct access to the water for fishing or other activities.



Photomontage showing the pedestrian and cycle path above the rocks

## Implementation

The land included in the proposals is all Government Land and could be implemented by the relevant departments such as Lands, CEDD, PlanD, ASD and LCSD.

### Short Term Measures

Short term measures are relatively easy to implement while at the same time, make a significant impact.

- Reconsider the extent of the Short Term Tenancies for the parking sites and provide for a 10m wide access from the end of the typhoon shelter promenade to the road (Lands Department); and
- A landscaped footpath along the southern side of Tam Kung Temple Road. This would also provide pedestrian access to the entrance of the Coastal Defense Museum (Highways Department).

### Long Term Measures

The long term implementation of the proposed connection would require the following to be addressed:

- The possible expansion of the Sewage Treatment Plant needs to be reconsidered so as to not provide further blockage to access to the waterfront and typhoon shelter (DSD and Planning Department);
- Access through the Wholesale Fish Market needs to be investigated and a right of access needs to be obtained. (DLO);
- If this is not possible an alternative needs to be identified, possibly through the arrival area of the Coastal Defense Museum. Land matters relating to access through the area, including the Museum of Coastal Defense needs to be addressed (DLO and LCSD); and
- The implementation of the connection along the waterfront of the headland and opening the connection back to Lei Yue Mun Holiday Village Park through the renovation of former barracks at Lei Yu Mun Fort needs to be investigated. Initial engineering conceptual investigation has been carried out and is

included in the Appendix. This design needs to be developed further (CEDD or ASD).



Photomontage shows Heng Fa Chuen section

## Conclusion

The above proposals when implemented will increase Harbourfront connectivity from Shau Kei Wan to Heng Fa Chuen from 0.62 km to 2 km.

## Area 4: Yau Tong to Kowloon Bay

### Introduction

This area covers Yau Tong Bay to Kwun Tong Typhoon Shelter, primarily an industrial area of the harbour covering a total length of about 3 km. Yau Tong is characterized by active heavy industrial use that is set for comprehensive redevelopment to be transformed into a high quality residential development. Kwun Tong Bypass at an elevated level and the Hoi Bun Road at ground level separate the waterfront from its hinterland near Kwun Tong area.

### Existing Connectivity

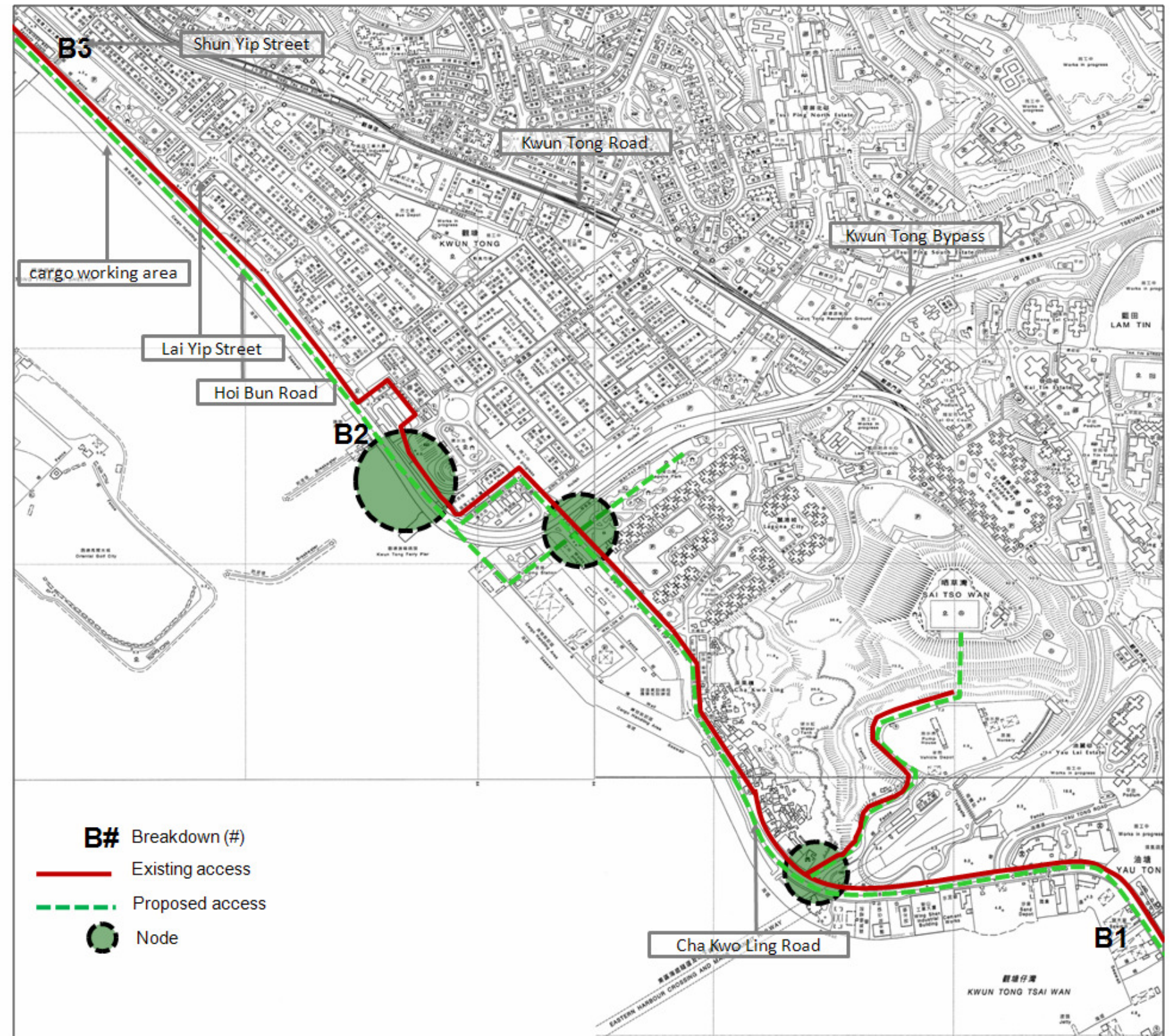
There are numerous points where the continuous linear linkage is interrupted.

The first breakdown (B1) occurs along Cha Kwo Ling Road to Laguna City. The second breakdown (B2) occurs at Kwun Tong Vehicular Ferry Pier. The third breakdown (B3) occurs at the end of the Shun Yip Street near the Kowloon Godown.

### Key Urban Design Proposals

Key urban design proposals include:

- A new waterfront promenade and related uses by comprehensive redevelopment of industrial uses along the harbourfront near Yau Tong;
- The creation of node at Tin Hau Temple by enhancing the area and renovating the adjacent Sports and Leisure Centre.
- A hiking path from Cha Kwo Ling Road to the upper slopes of the existing Sai Tso Wan Recreation Ground is proposed to be expanded in the longer term to create a natural viewing platform to provide a visual linkage to the working harbour at a lower level;
- Extension of Laguna Park further towards the waterfront and creating a bridge link to the Kwun Tong ferry pier area so that people can directly access the ferry piers along the waterfront;



Existing and proposed connectivity from Yau Tong to Kowloon Bay

- Renovation and adaptive reuse of the ferry piers including, the Kwun Tong Ferry Pier, the public pier providing for entertainment, dining and retail facilities to transform the area into a waterfront destination node;
- Removal of fences along the vacant lots beneath the Kwun Tong Bypass and creating landscaped open space for jogging and other more interesting and vibrant uses with pedestrian amenities;
- Enhancement of existing waterfront streets and promenade in front of Kwun Tong Ferry Pier with paving, lighting, street furniture and landscaping where possible;
- Easy to read signage and harbourfront maps to enable way finding and easier access to the harbourfront, from the hinterland and the water side.

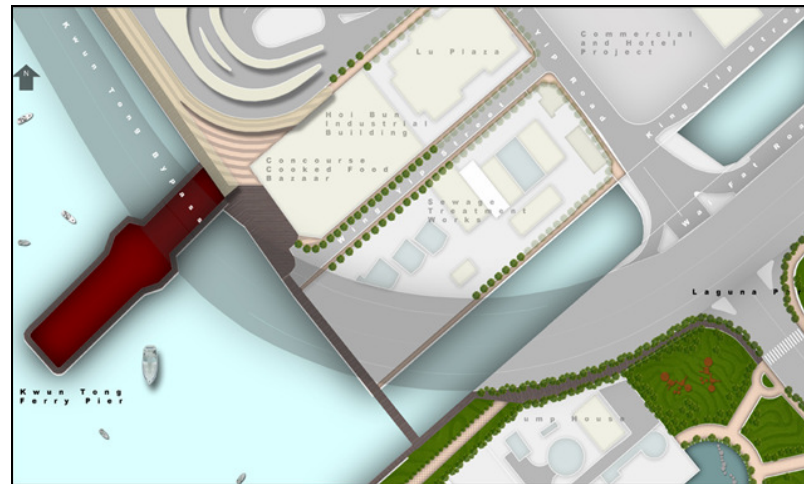


Detailed proposals in the Cha Kwo Ling area

## Engineering Solutions

The possibility of a bridge link connection from the extended Laguna City Park waterfront to the Kwun Tong Ferry Piers should be explored.

Links can be formed using FRP lightweight modular bridges, of the same general design as for the main spans of the cycletrack, or alternatively steel bridges.



Detailed proposals connecting the Laguna Park extension and bridge link to Kwun Tong ferry pier area



Photomontage showing renovated Kwun Tong ferry pier with water taxi service

## Implementation

### Short Term Measures

- Enhancement of the Kwun Tong Ferry Pier Area including clean up and paving etc. (LCSD, ASD);
- Removal of the fences along Hoi Bun Road and temporary open space (LCSD); and
- Signage from Laguna City and the offices along Wai Yip Street (Highways Department).

### Long Term Measures

- Provision of linear park between the Kwun Tong Typhoon Shelter and Hoi Bun Road (LCSD);
- Extension of the Laguna City Park towards the waterfront with a wide pedestrian crossing and provision of a traffic signal Wai Yip Street in front of the existing Laguna City Park. (LCSD, TD);
- A continuous public waterfront promenade along the comprehensive development of Yau Tong Bay; (PD);
- A continuous waterfront promenade along the comprehensive development of the Yau Tong Industrial area to Lei Yue Mun Village; (PD);
- Renovation of the Kwun Tong Ferry Pier Area; (ASD); and
- Implementation of waterfront open space zoning. (LCSD, ASD).

## Conclusion

The above proposals when implemented will increase harbourfront connectivity from Yau Tong to Kowloon Bay from 1.4 km to 3.1 km. Kai Tak will be connected to provide an additional 6.2 km linkage.

## Area 5: To Kwa Wan to Hung Hom

### Introduction

This study area covers Kowloon City (KC) Ferry Pier southward to Hung Hom Ferry Pier covering a total length of 3.4 km. The area is predominated by public utilities and temporary uses on Government land and occupied by a small cluster of industrial buildings. The southern part of the area has a continuous high-quality waterfront promenade from Hung Hom Ferry Pier to the Fisherman's Wharf of Laguna Verde. We propose to extend the promenade further north to To Kwa Wan area.

### Existing Connectivity

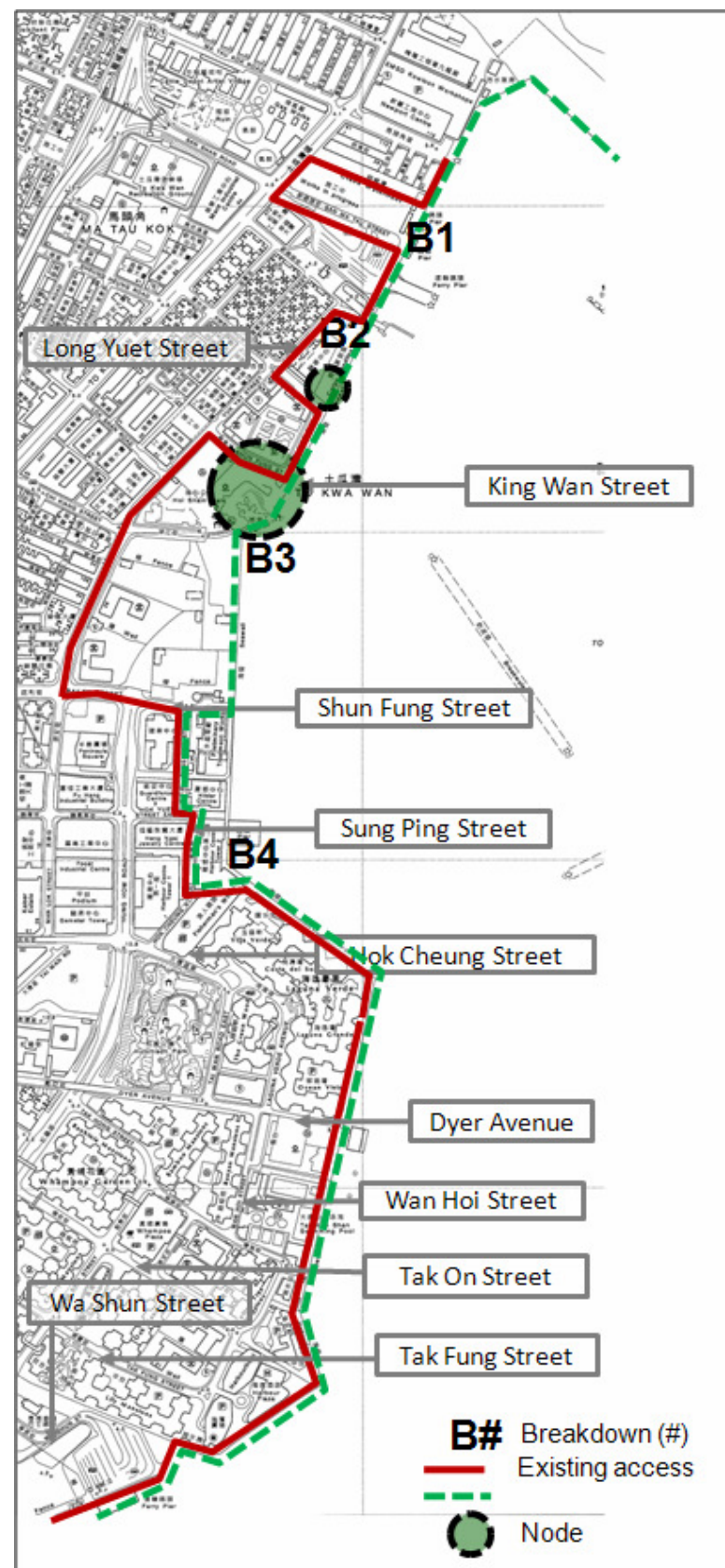
There are four breakdown points where the continuous linear linkage is interrupted.

The first breakdown (B1) is at the southern end of KC Ferry Pier. The second breakdown (B2) is at the vehicle ferry landing. The third breakdown (B3) is at the southern end of Hoi Sham Park promenade. The fourth breakdown (B4) is the area from Fisherman's Wharf of Laguna Verde.

### Key Urban Design Proposals

The proposals aim to create a missing link with a new promenade along the waterfront to provide a continuous pedestrian connection from the KC Ferry Pier to Hung Hom Ferry Pier. Key urban design proposals include:

- Upgrading the KC Ferry Pier and the abandoned two-storey vehicular ferry landing to provide small cafés or kiosks and dining facilities on the docks;
- A water taxi service will be provided to allow for a continuous connection from the KC Ferry Pier to future developments and existing temporary uses at Kai Tak area. Fishing facilities and cycle paths should be incorporated as far as possible especially along the harbourfront;
- A new waterfront promenade is proposed including bike rental and ramp near the cargo working area in front of the Motor Vehicle Inspection Centre;



Existing and proposed connectivity from To Kwa Wan to Hung Hom

- The route can then be connected with Hoi Sham Park, across its distinctive natural rocks and linked to the existing waterfront promenade along King Wan Street;
- Hoi Sham Park is reenergized to become an attraction point by proposing an open air theatre and a hot air balloon ride to get a higher level view of the harbour;
- Enhancement of existing waterfront streets and promenades in front of KC Ferry Pier with paving, lighting, street furniture and landscaping where possible; and
- Easy to read signage and harbourfront maps enable way finding and easier access to the harbourfront from the hinterland and the water side.



Detailed proposals along To Kwa Wan waterfront

### Implementation

#### Short Term Measures

The following immediate measures can be easily implemented to create a continuous connection along the waterfront:

- Providing access across the existing Cargo Handling Area, minimum 3 m to 5 m wide, and connecting it to the KC ferry pier (HD and CEDD);
- Providing access along the waterfront of the Sewage Treatment Plant, minimum 3m to 5 m wide and to



setback the fence to allow an access through the treatment plant to the waterfront (DSD);

- Providing a 10 m wide access along the waterfront of the temporary works site and open car park, from the Sewage Treatment Plant to Hoi Sham Park (WSD and Lands Department);
- Connecting Hoi Sham Park with the proposed promenade connection (LCSD and HywD);
- Providing signage at the Fisherman's Wharf and Hok Cheung Street to direct pedestrians to use the existing roads around the industrial buildings (Private Owner); and
- Modify the layout of Tai Wan Shan Park to allow some small-scale commercial uses such as an open café and mural onto the swimming pool wall (LCSD).

## Long Term Measures

The following are long term implementation measures of the proposed connection, which require further study and negotiations with the relevant Government Departments:



Photomontage showing renovation of the vehicular pier landing

- The expansion of the Sewage Treatment Plant at Sung Ping Street should be reconsidered, and include the reserved area into the "Open Space" zone for landscaping and waterfront connection (DSD and Planning Department);
- Including a permanent 10m-wide waterfront promenade into the design of the "Open Space" zone to the north of the Sewage Treatment Plant (HywD, CEDD and LCSD);
- Redesigning Hoi Sham Park to include an open air theatre and hot air balloon and open up the access to the distinctive the natural rocks along the waterfront (LCSD);
- Widen the footpath of King Wan Street or restrict vehicular access of the road to allow a wider pedestrian connection along this part of the waterfront (TD and HywD); and

- Renovate the KC Ferry Pier and the vehicular ferry landing structure to provide dining and seating facilities on its docks (ASD)
- Include a permanent 10m-wide waterfront promenade into the design of the "Open Space" zone which is currently the Cargo Handling Area and the ferry pier site (HywD, CEDD and LCSD).

## Conclusion

The above proposals when implemented will increase harbourfront connectivity from To Kwa Wan to Hung Hom from 2.9 km to 3.5 km.

## Area 6 Yau Ma Tei Typhoon Shelter to Tai Kok Tsui

### Introduction

The area starts from the Yau Ma Tei (YMT) Typhoon Shelter near West Kowloon and extends to Tai Kok Tsui waterfront. The YMT Typhoon Shelter is heavily used and forms an interesting part of the working harbour but has limited pedestrian access. The YMT Typhoon Shelter forms the missing link between the West Kowloon Temporary Park and Tai Kok Tsui waterfront promenades that have limited accessibility from adjacent areas and other districts.

### Existing Connectivity

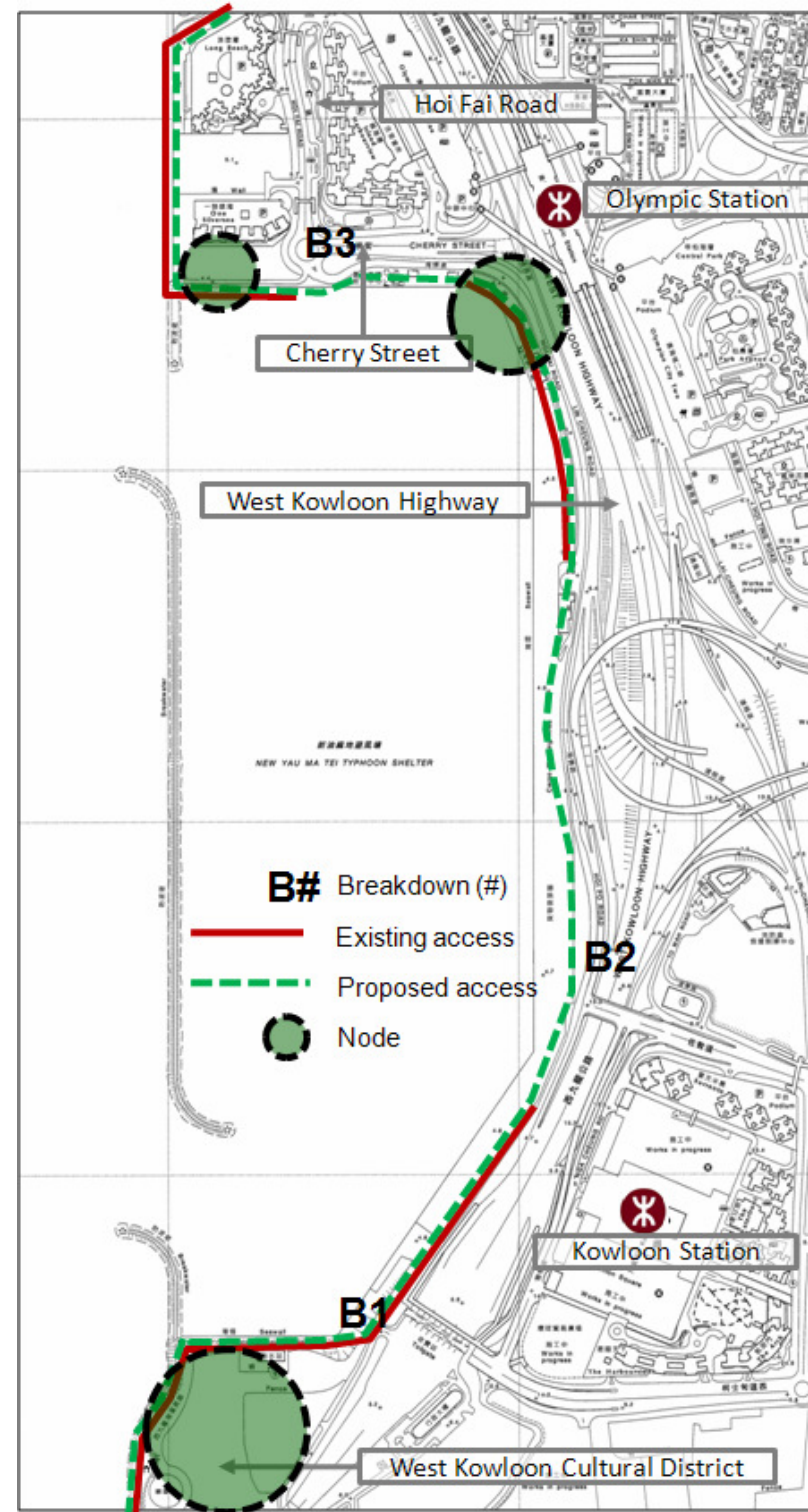
There are three breakdown points where the continuous linear linkage is interrupted.

The first breakdown (B1) occurs at the southern portion of the YMT Typhoon shelter from the West Kowloon Temporary Park waterfront promenade. The second breakdown (B2) occurs halfway along the raised path adjacent to the highway, beside the YMT Typhoon Shelter. The third breakdown (B3) occurs at the footpath on Hoi Fai Road near the roundabout at the toll entry into the YMT Typhoon shelter.

### Key Urban Design Proposals

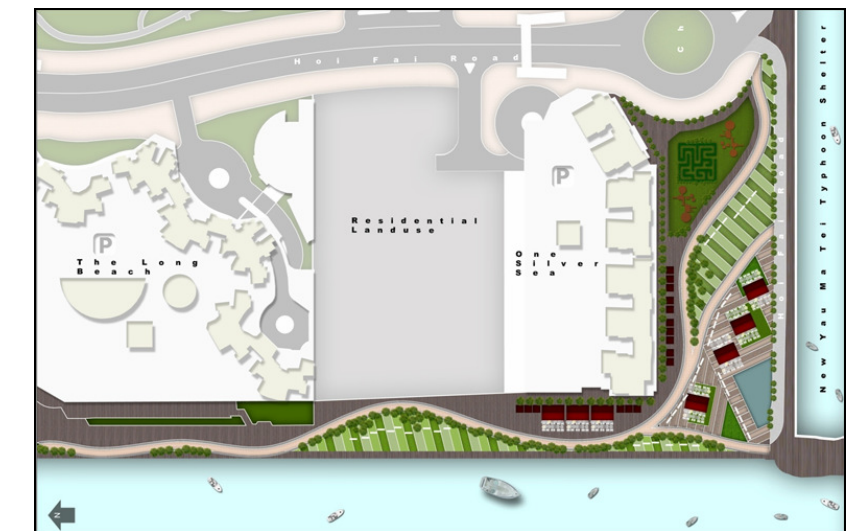
A continuous path along the Yau Ma Tei Typhoon Shelter is proposed to link the West Kowloon Temporary Park and the Tai Kok Tsui harbourfront promenade, this will provide the missing link between the West Kowloon Temporary Park waterfront promenade to the Tai Kok Tsui waterfront promenade. Key urban design proposals include:

- We support Victoria Harbour Association's (VHA) proposal to develop a landscaped promenade south of Cherry Street to incorporate an Olympic Museum, restaurants, a children's play area and kiosks;



Existing and proposed connectivity from Yau Ma Tei Typhoon Shelter to Tai Kok Tsui

- VHA's proposal is further strengthened to create a waterfront destination node with restaurants, an open air performance venue, and other vibrant uses near the breakwater at the northern end of the YMT Typhoon Shelter. A continuous path along the entire length of the Yau Ma Tei Typhoon Shelter is proposed by consolidating the cargo working area;
- Land and marine access is further improved through water taxi services at the breakwater on the northern and southern edges of the Yau Ma Tei Typhoon Shelter ensuring better access to the Tai Kok Tsui and West Kowloon waterfront promenades;
- Harbour events and waterfront related activities should be hosted on a regular basis to promote better use of the harbourfront including the Tai Kok Tsui and the West Kowloon Temporary Park;
- Enhancement of existing waterfront streets and promenade near Cherry Street and Hoi Fai Road with paving, lighting, street furniture and landscaping where possible;



Detailed plan of proposals in the new development area of Tai Kok Tsui

- Removing all fences along the harbourfront and create landscaped open space for jogging, cycling where feasible and other more interesting uses; and
- Easy to read signage and harbourfront maps enable way finding and easier access to the harbourfront, from the hinterland and the water side;



Detailed plan of the Cherry Street proposal

## Implementation

### Short Term Measures

The following are the necessary short term measures to ensure harbour connectivity as proposed:

- Provide signage from Olympic Station to the existing promenades near Long Beach and One Silver Sea developments and the northern edge of YMT Typhoon Shelter; (HywD);
- Provide adequate signage from Kowloon Station to the YMT Typhoon Shelter and the West Kowloon Temporary Park; (HywD and MTRC );
- The provision of paving and landscaping along the narrow path south of One SilverSea; (LCSD);
- Tender vacant land south of Cherry Street for waterfront friendly temporary uses. (Lands Department); and
- Provision of pedestrian access with paving and landscaping along the YMT Typhoon Shelter from West Kowloon by setting back the boundary fence

along the cargo working area. (Lands Department, Marine Department, HywD, LCSD and ASD).

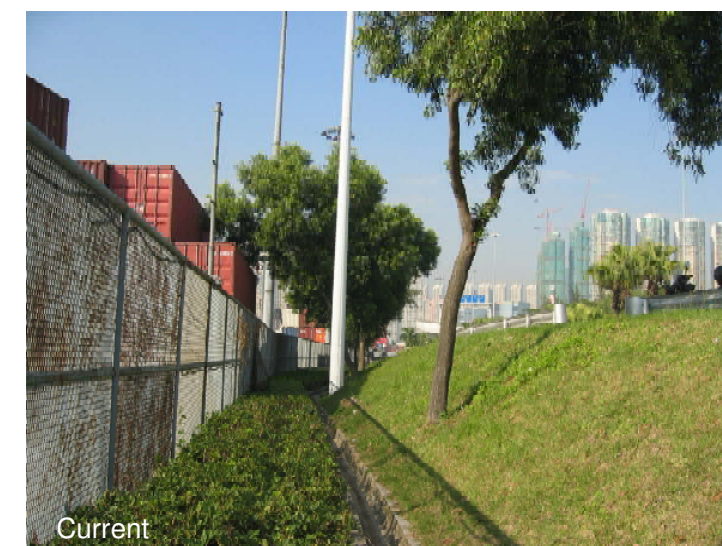
### Long Term Measures

The following are the necessary long term measures to ensure harbour connectivity as proposed:

- Provision of water taxi points along northern and southern breakwater of the YMT Typhoon shelter; (Marine Department);
- Liaise and work together with the Victoria Harbour Association to implement some of their harbour connectivity proposals; (HAB, LCSD, Lands Department);
- The provision of better pedestrian access from Olympic and Kowloon Stations to the harbourfront; (MTR C);
- Liaise with other relevant Government. Departments concerned to ensure that harbour connectivity proposals are prioritized;
- Provision of permanent restaurants and kiosks along the promenade south of Cherry Street and west of Hoi Fai Road; (Planning Department, Lands Department and HAB);
- Provision of restaurants and kiosks along the promenade south of Cherry Street (HAB); and
- Explore the possibility of a footbridge connection from Olympic City to the promenade west of Hoi Fai Road (MTRC).



Photomontage showing the waterfront node at the northern edge of the Yau Ma Tei Typhoon Shelter.



Current



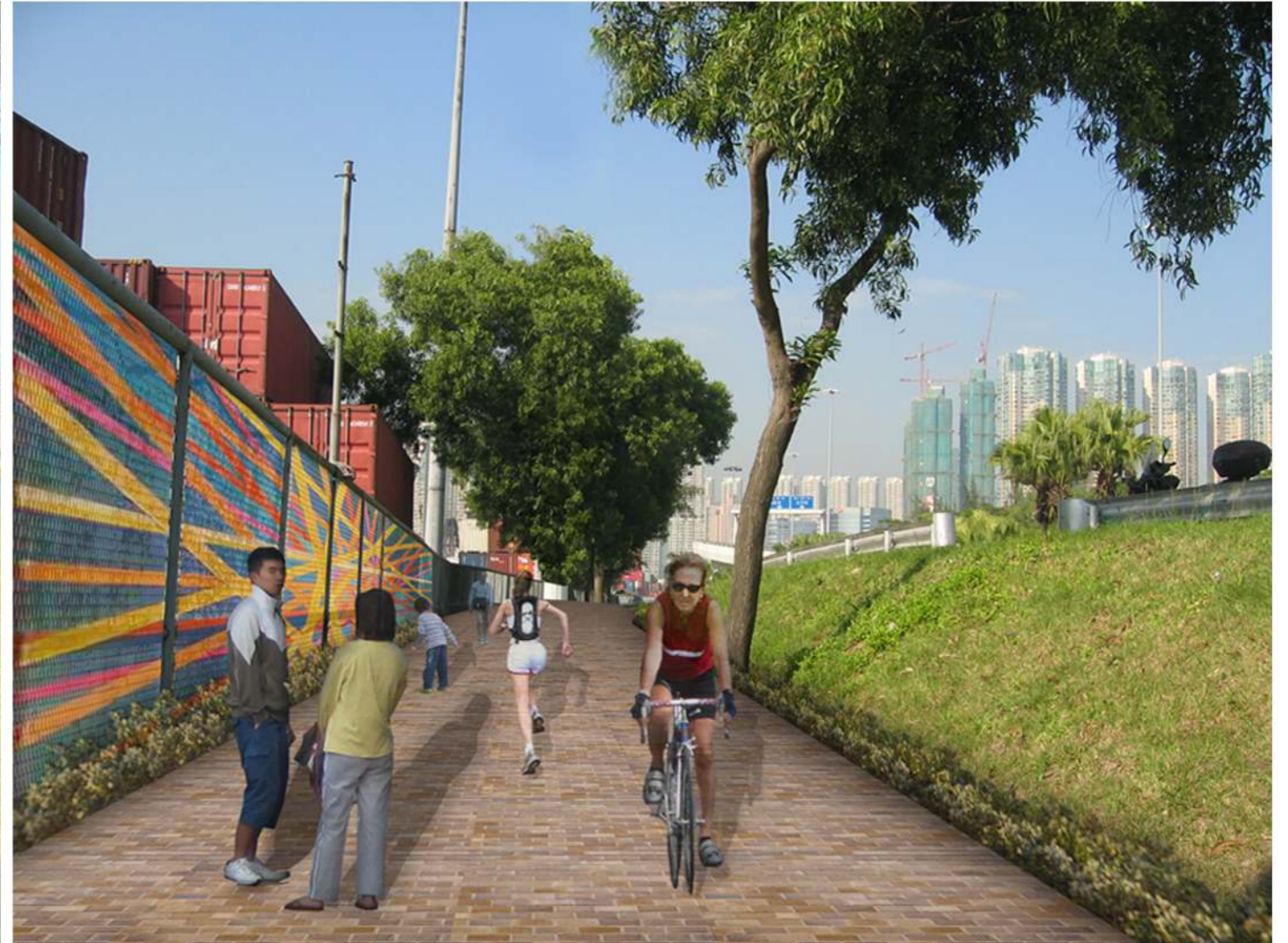
Proposed

Photomontage of new promenade along the Yau Ma Tei Typhoon Shelter

## Conclusion

The above proposals when implemented will increase harbourfront connectivity from YMT Typhoon Shelter to Tai Kok Tsui from 0.82 km to 2.6 km. West Kowloon will be connected to provide an additional 2.7 km linkage.

## Connecting “Forgotten” Waterfronts



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