



HBF and HKGCC Harbour Walks

Walk 2: Tsim Sha Tsui -> Hunghom
(Harbour Plaza Hong Kong)

Start: 4:30 pm

Drinks: 6:00 pm

Walk length: 2.80 km

Detailed programme

Times indicate listening points for brief talks
by our following speakers:

- | | |
|---|--|
| <p>1 4:30 TST Clock Tower
<i>TST and the harbour – history and heritage</i>
Edward Stokes/ HK Conservation Photography Foundation</p> | <p>3 4:55 Avenue of the stars
Vibrancy on the waterfront
Lawrence Cheung Yiu-kong/LCSD</p> |
| <p>2 4.40 Opposite Peninsula hotel
Business, heritage and the waterfront
Sian Griffiths/Peninsula Hotels</p> | <p>4 5:10 TST east promenade
Promenade beautification projects
Raymond Fung/ASD</p> |
| | <p>5 5:30 Pedestrian flyover/KCRC freight yard
Plans and opportunities
Steven Ho/KCRC</p> |
| | <p>6 5:50 Hunghom ferry piers
Future plans
Raymond Wong/PlanD</p> |
| | <p>7 6:00 Harbour Plaza Hong Kong
Businesses and the harbourfront
WK Chan/HKGCC</p> |

1 Edward Stokes, Director, Hongkong Conservation Photography Foundation

TST and the harbour – history and heritage

Victoria Harbour, in the early postwar years, was a fundamentally different place to today. It was wider, calmer, more diverse and interesting. The city districts then had a dynamic interface with the harbour. This is clearly seen from the photographs taken by Hedda Morrison, recently published in the book *Hedda Morrison's Hong Kong, Photographs and Impressions 1946 – 47*.

The cumulative changes were brought about by an escalating population pressure, steadily greater reclamations, industrialization, the rapid growth of civil aviation, changes in the presence of naval shipping – and the exponential growth in the size of merchant ships, with containerization.

In the process, with a few exceptions, government planners through the 1970s, 1980s and 1990s signally failed to reflect the emerging socio-economic realities in their planning. Thus, as shipping retreated from the central harbour, all recreational harbour-side access remained an afterthought. The result is evident today, with the Tsim Sha Tsui harbour promenade being virtually the only substantial civic amenity to grace Victoria Harbour. Meanwhile massive, ill-advised supply led reclamations, implemented from the early 1990s on, have severely affected the harbour.

These and related points, concerning harbour planning and amenity, will be elaborated through reference to Morrison's photographs of the harbour – contrasted with what one sees today.

2 Ms. Sian Griffiths, Director of Communications, The Peninsula Hotels

Business, heritage and the waterfront

- The Peninsula has always enjoyed a close relationship with Victoria Harbour – both literally and metaphorically! - and the harbour and its proximity has played an integral role in the success of the hotel through the years.
- When construction of The Peninsula started in the early 1920's, the company was thought to be ill-advised because – as today - most of the commerce and business was located in Central. However, it was later to be considered an inspired choice as a travel hub, with the cruise ships arriving at Ocean Terminal and the proximity of Kai Tak airport..
- Old photos of the hotel show just the road and railway line separating the hotel from the water.
- The Peninsula's harbour view rooms have always commanded a premium rate, but during the 70s and 80s with the land reclamation and construction of the Cultural Centre complex, the stunning harbour views were obstructed.
- The decision was then taken to build a tower, with guest rooms starting from the 17/F in order to benefit from the views once again.
- The Peninsula Tower opened on 1 Dec 1994, with 45 of HK's largest rooms with full harbor views, together with 15 "corner suites" – suites which wrap around the end of each floor with living rooms, bedrooms and Jacuzzi bathtubs, all enjoying spectacular views
- The views are also one of the USPs of rooftop Felix restaurant, and designer Philippe Starck used a water theme in the elevators, the wall, the china and glassware to emphasise the link with the harbour as our neighbour.

- Next week also sees the opening of the new Peninsula Spa by ESPA on the 9th floor of the hotel, with six out of the 14 treatment rooms enjoying stunning harbour views
- Today as Central becomes increasingly urban, resembling any large city in the world, Kowloon and TST retain their authenticity as the “real” Hong Kong, and as one vital component of Hong Kong’s fast dying heritage, The Peninsula is increasingly mindful of this fact.
- This has led the hotel to put together three heritage initiatives over the last three years – a “Peninsula history” walk with prominent historian Jason Wordie, examining the role the Peninsula has played in the history of Hong Kong as part of the hotel’s 75th anniversary celebrations in 2003, a drive through the streets of Kowloon in an open top bus to celebrate Hong Kong’s iconic neon lights, and the most popular so far – last year’s “Cruise & Dine” programme.
- The hotel teamed up with the Star Ferry and rented its Shining Star sightseeing boat each evening for a harbour cruise with champagne for three months. This was with compliments to hotel guests, and offered to Hong Kongers and guests at other hotels as part of a dinner package in the hotel’s historic lobby.
- As two of Hong Kong’s travel icons, the initiative was extremely popular, and we got much valuable feedback from local residents – used to rushing to and from HK island on the regular Star Ferries, they had never before taken the time to really relax and enjoy the harbour – *their* harbour.

- 3 Mr. Lawrence Cheung Yiu-kong, Chief Leisure Manager, Leisure and Cultural Services Department

Vibrancy on the waterfront - Avenue of Stars

Background

- The Avenue, with the support of the Tourism Commission and the LCSD, was initiated by the Hong Kong Tourism Board (HKTB) in collaboration with the HK Film Awards Association in response to visitors' strong interest in Hong Kong movies.
- It stretches for nearly half a kilometre along the Tsim Sha Tsui Promenade linking the Kowloon Public Pier in the west and Hung Hom area in the east.
- The AOS, funded and constructed by New World Development Co. Ltd. (NWD), was officially opened in April 2004. It has, since then, become an instant 'star attraction (星級旅遊景點)' for locals as well as tourists from around the world.

Design Concept and Features

- Apart from creating a new icon attraction in Hong Kong, the AOS aims at recognizing the achievement of the local film industry. The current design is intended to highlight the achievement of the local film industry and appeal to visitors in terms of both hardware and software.
- Main elements include a 6-metre tall sculpture of the Hong Kong Film Award, sculptures related to the film industry, statue of Bruce LEE, 100 handprints plaques for honoured film stars, a mini performance stage, nine milestones depicting the history of movie industry in Hong Kong, 3 kiosks and 7 mobile carts for selling refreshment and souvenirs, and a giant LED screen featuring a "welcome video".

Management Mode

- The overall management, maintenance and operation of the AOS have been entrusted to NWD for 20 years at a nominal consideration of \$1. The AOS remains as a public open space under LCSD.

- The overall management authority however rests with the LCSD, which has set up a Management Committee to oversee the management, operation and performance of the Avenue in a bid to promote it as a special tourist attraction.
- The Committee comprises representatives from the LCSD, NWD, the HK Tourism Board, the Tourism Commission, the Architectural Services Department, the Yau Tsim Mong District Office and the HK Film Awards Association Limited.
- NWD makes use of the revenue generated from the 3 kiosks and 7 mobile carts to cover the maintenance and management cost in AOS and any surplus is subject to a 50 to 50 profit-sharing arrangement between the Government and NWD. All operating deficit is absorbed by NWD.

Activities

- In creating a festive atmosphere to attract visitors, the AOS Management Ltd., organizes numerous promotional events. Apart from live band shows, musical performances and dances, special thematic promotional events are organized during festivals and public holidays, such as Starry Wonders in a New World during the Mid-autumn Festival, Join the Halloween Party, and a Christmas Extravaganza.
- Because of its prime location with magnificent harbour views, the Avenue has become one of the most popular spots for viewing fireworks displays and the Symphony of Lights that is staged every night at 8:00 p.m.
- By the end of 2005, the AOS has attracted over 15 million visitors, with an average monthly attendance of about 0.8 million.

- 4 Mr. Raymond Fung, Senior Architect and Project Team Leader, Architectural Services Department

Tsimshatsui Promenade Beautification

Place Making

If every city of the world deserves a *centre de ville*, then the area delimited by the Star Ferry concourse and the harbour promenade towards the Hong Kong Cultural Centre, extending inwards to Salisbury Road, Star House and Peking Road, must be worthy of that accolade. While the proposition might seem obvious considering the historicity of the site and its architectural inheritance, creating a sense of place entails more than an act of preservation.

The brief was simple – to improve the harbourfront promenade and create new facilities for alfresco dining to complement other tourist attractions in the area. Following an open competition, which generated a conceptual design for the project, ASD now has the task of transforming concept into reality. The intention is to remodel fragmented spaces and structures into a *cohesive place*, rather than an ad-hoc assortment of facilities. The term *centre de ville*, implies a process of intervention that determines the absolute character of a location as distinct from its immediate surroundings; however this is not what the project team have in mind. The process is better described as an inclusive exercise in urban integration.

Instead of returning to the drawing board and redefining concepts, the project was steered forward in an innovative manner with a community-wide consultation process that invited stakeholders and the public to express their views. This open forum provided a useful means of assessing the public's priorities in relation to the management of Hong Kong's heritage. By the end of the consultation period, the dimension of the project brief had shifted from a stand-alone task of tidying up the harbourfront promenade and now included the requirement to integrate multiple elements of urban planning and design. It

was furthermore established by consensus that the essence of the winning entry should be extrapolated, rather than its literal interpretation.

The original concept featured a dragon leaping into the harbour, a classic Chinese representation of Hong Kong's vitality and dynamism. The new design is inspired by the same spirit but abandons the traditional symbol, adhering to a strictly modernist language. Despite the harbour's status as a key urban asset, successive development has rendered sections of the waterfront inaccessible. The challenge involved 'un-designing' some of the existing elements by reorganizing and stripping away architectural structures and neutralizing the colour palette, thereby restoring the environment to a pre-designed state of openness.

Nevertheless, to instill a sense of place from this promenade, an identity needs to be created (be it cultural or spatial), which sets it apart from other tourist attractions. With tourists in mind, nine nodal points, whose physical form is yet to be finalized, are planned along the 1.8 kilometre harbour-front walk. These will revolutionize how tourist information is organised, delivered and received. The conventional information kiosk will be replaced by user- friendly interactivity covering site specific information on Victoria Harbour to aspects of Hong Kong history, performing arts, culture and heritage, as well as facts about shopping, dining, festivals, events and the greening of the area. In short, the system will be a comprehensive Hong Kong Tourist e-Guide, constantly updated and downloadable via wireless technology. The nodal points will be designated by designer street furniture distributed along the route - visual devices which will create a continuum while informing, orientating, and providing entertainment.

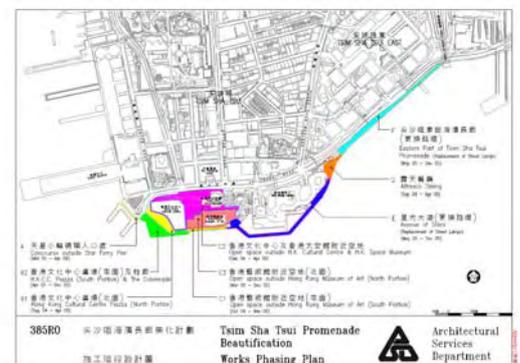
The success of this project stems from its ability to blend diverse elements – whether collective memories in the form of iconic structures like the Clock Tower, or alfresco dining. Making the harbour more accessible is not simply a question of closer physical proximity, it also embraces the issue of greater visibility. The architect has addressed this with the provision of a green area on a raised platform with bench seating, promising unobstructed

sea views in a tranquil and secure setting. An old plant room near the New World Shopping Mall is being demolished, to be replaced by a two-storey glass structure with timber sun shading ideal for open-air waterfront dining. Its glazed elevations will provide diners with panoramic views of Victoria Harbour without compromising the experience for pedestrians passing by.

Lighting has been carefully redesigned to complement the laser light show that illuminates the harbour every evening. Lamp posts have been re-located to make way for a wider promenade, with the added benefit of minimizing the impact of artificial light on night-time photography. The installation of art benches created by local artists is under way, and these will accompany the original sculptures found in the open garden of the Cultural Centre complex. The participation of local artists has introduced a new cultural dimension to this urban integration project.

Finally, in an effort to introduce thematic planting, Bauhinia Blakeana, a species native to Hong Kong, will line the waterfront landscaped garden. In future, the tourist calendar will include a visit to the city to see its annual blossoming.

Project Title :	Tsim Sha Tsui Promenade Beautification Project
Building Type :	Open Spaces
Estimated Project Cost :	\$100M - \$200M
Scheduled Project Start :	Q3 2004
Scheduled Completion :	Q2 2006
Current Contracts :	Contract No. : SSM342 Contract Sum : \$110M Contractor's Name : Shui On Construction Company Limited



- 5 Mr. Stephen Ho, Senior Manager-Property Projects, Kowloon-Canton Railway Corporation

Plans and opportunities at KCRC Hung Hom Station

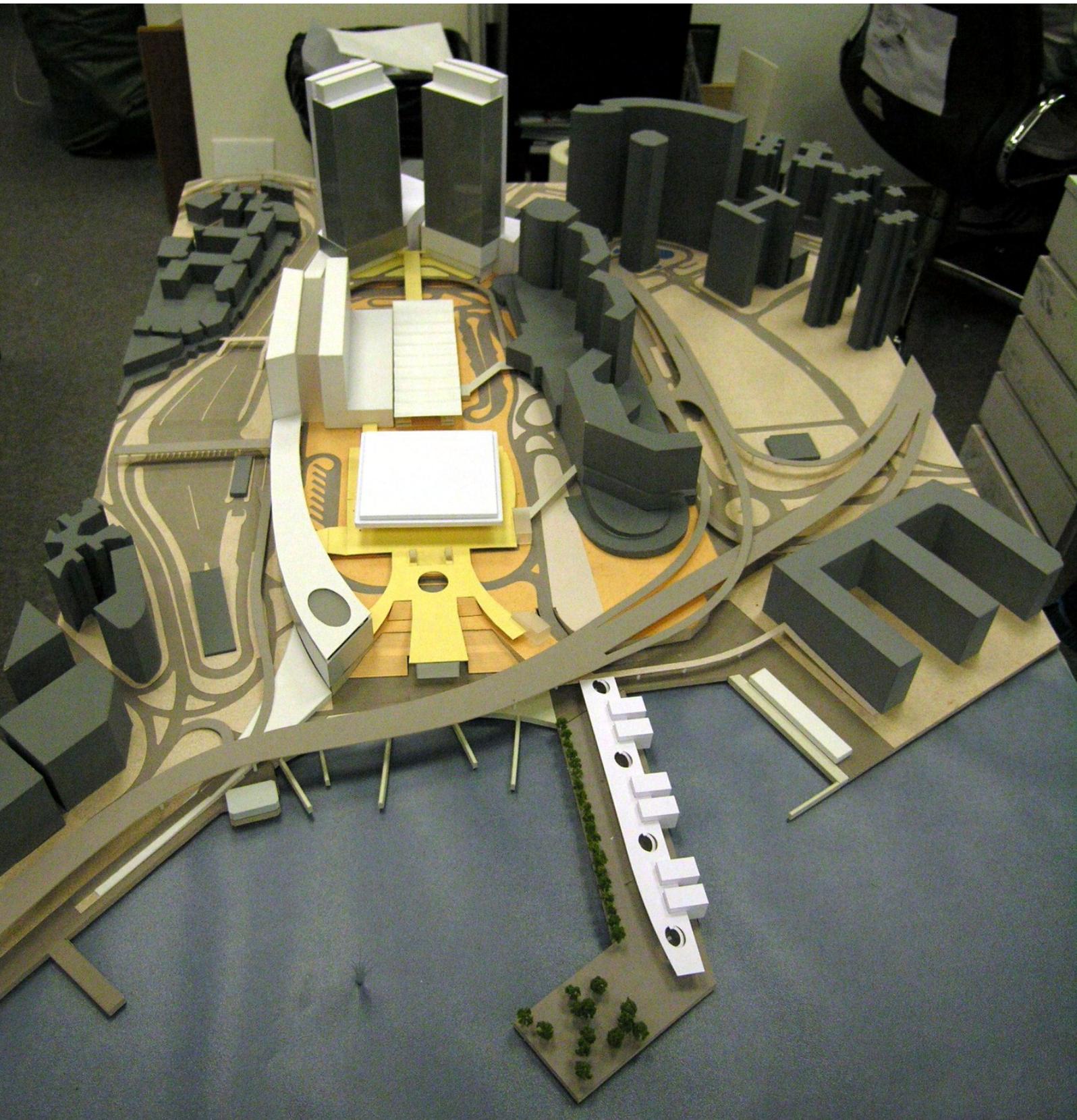
The Hung Hom Terminal was built in the mid-1970's and has performed as the hub for rail connection to the New Towns and the Mainland. In the Government's Railway Development Study 2000, Hung Hom was identified as the future mass transportation centre for the Hong Kong SAR, serving also as the landing site for the fourth harbour crossing, and the terminus for West Rail.

The Corporation recognises the unique position and potential presented by the Hung Hom Mass Transportation Centre (HHMTC) as an important and growing local and cross-boundary transportation hub. Since rail operation has to be maintained at different levels of the Hung Hom site, the long-term vision should therefore integrate land use and transport planning in a master plan. The design of the integrated master plan aims at:

1. Allowing for expansions in passenger rail facilities. Such expansions may tie-in with the relocation of the existing freight and International Mail Centre (IMC) operations.
2. Allowing for flexibility in the transformation through phasing and logistics without undue disruption to the existing operations.
3. Vehicular and pedestrian segregation.
4. Improving the pedestrian circulation within and around the station/Coliseum areas for ease of access and the provision of a pedestrianised connection along the north-south axis to the Waterfront Area via new extended walkways around and below the Coliseum.
5. Improving the vehicular traffic condition at the podium deck by the construction of an extended gyratory traffic loop to improve the congestion for the different modes of transport.

6. Introducing a user-friendly environment and high quality landscaped urban space for relaxation and recreation by both public and the visitors.
7. Provision of a variety of outdoor recreation activities at the podium and along the Waterfront Area.
8. Provision of a leisure and tourist node at the harbour front area with freight and IMC operations relocated, and railway facilities (including the fourth harbour crossing) built underground. This node will be connected to Tsim Sha Tsui Promenade to the west, Hung Hom waterfront to the east, and the Hung Hom Station to the north.
9. Opportunities for art and cultural activities around the extended deck at the Coliseum and performance at the waterfront.
10. Stepping building height with visual access both from and towards the Harbour.

We believe the proposed HHMTC would be sustainable and compatible to the usage of a core harbour front area.



6 Mr. Raymond Wong, Chief Town Planner, Planning Department
Future plans

Introduction/Background(Panel 1)

- Hung Hom consists of the older district and the reclamation area, but the whole district is characterized by mixed developments.
- Hung Hom is also recognized as a regional transportation hub, i.e. Cross Harbour Tunnel, railway terminus, but not served by MTR.
- The existing transport corridors (i.e. railway and approach roads to Cross Harbour Tunnel) have become physical barriers between Tsim Sha Tsui and Hung Hom.
- In the early 80s, Hung Hom Bay Reclamation was identified under the "Study on the Harbour Reclamation and Urban Growth" (SHRUG) for expansion of rail terminal to cater for freight expansion between Hong Kong and Mainland China.
- In TDS 1984, Hung Hom Bay was also considered as a strategic growth area for commercial/residential developments and community facilities to redress shortfall in Hung Hom.
- The northern portion of Hung Hom Reclamation Area, which has been largely developed, consists of comprehensive residential development (e.g. Laguna Verde and Whampoa Garden), GIC facilities, commercial uses, a hotel and the waterfront promenade.
- Major parts of the southern portion of Hung Hom Bay zoned "CDA", "R(A)" and "O" remain vacant and are occupied by temporary uses.

Urban Design

- Building heights in the existing built-up area were governed by the Airport Height Restrictions (AHR) before Kai Tak Airport was relocated.
- Removal of the AHR in late 90s resulted in much taller buildings, as those in the new reclamation area, as well as some redevelopments in the older part.
- Building height restrictions have been imposed since 2001 in order to establish a stepped height profile for new developments (e.g. Harbourfront Horizon on "C(2)" site: 30mPD to 55mPD and the "CDA" site: 40mPD to 75mPD along the waterfront in the southern portion of Hung Hom.)

Harbour Plan Study (2003)

- The Study formulated an Action Area plan for the Hung Hom Waterfront stretching from the International Mail Centre (IMC) in the west to the ferry piers in the east.
- The major development concept is to take advantage of its key location as the eastern gateway to the Inner Harbour for a major tourism-related development and

to provide an attractive, continuous waterfront promenade between TST and Hung Hom Reclamation.

- However, the previous recommendations of the Harbour Plan Study need to be reviewed upon the Harbour Plan Review.

Key Issues

- Due to its development history, accessibility to the waterfront in Hung Hom had never been a key planning consideration.
- Opportunity for a more accessible waterfront arose with waterfront promenades developed in TST East and those built in the northern section of Hung Hom Bay.
- Improvement to the linkage between hinterland and the waterfront could be further explored.

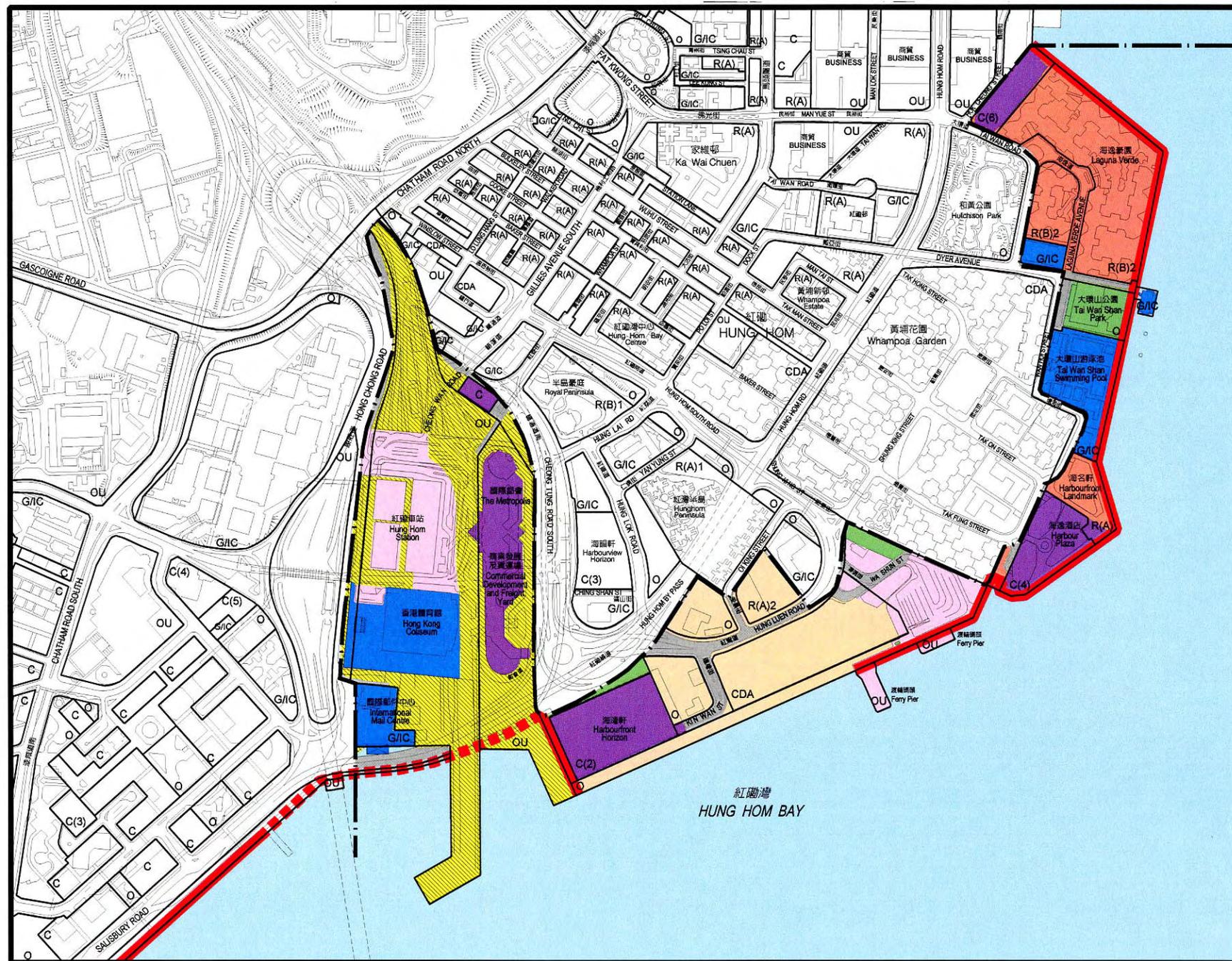
Major Development Sites in the Southern Portion of Hung Hom Bay

- The existing public transport terminus will be relocated within the adjoining "CDA" site, and the site will be developed for a waterfront park, which will also form an extension of the view corridor to the water edge.
- The "CDA" site (3 ha) to its west is planned for comprehensive commercial development. The site is restricted to a maximum building height of 40mPD to 75mPD and a maximum GFA of 180,230m².
- Harbourfront Horizon Hotel on the "C(2)" site has been completed with a maximum building height of 30mPD to 55mPD and a maximum non-domestic GFA of 107,444 m².
- A waterfront promenade fronting the new hotel on the "C(2)" site and the "CDA" site along Hung Hom Bay is proposed so as to complete the continuous pedestrian link from TST Star Ferry Pier to Hung Hom.
- The "R(A)2" site is subject to a maximum domestic PR of 7.5 and a maximum building height of 120mPD.
- Upon redevelopment of IMC and KCRC freight yard, opportunities can be taken to improve the connectivity between TST and Hung Hom by providing a continuous at-grade waterfront promenade between the two districts.

Vibrancy

- There is a wide range of commercial and recreational facilities in Hung Hom, but few along the waterfront.
- Due to the limited width (ranging from 3m to 6m, though up to 13m in front of the Harbour Plaza Hotel), the existing waterfront promenade can only cater for passive leisure uses.

- The proposed waterfront promenade along Hung Hom Bay with a width of 20m could allow a wider scope of activities. Together with the CDA site and the adjoining open space, the area can be developed into a more diverse range of commercial, leisure and tourism-related development, thus creating a vibrant waterfront environment. It will also link the existing waterfront promenade in TST with the one up to Laguna Verde (**Panel 3**).
- Future redevelopment of the KCRC freight yard and IMC also presents an opportunity for a synergy design with the adjoining Hong Kong Coliseum and its surrounding spacious open area in making a key leisure and entertainment centre.
- Both the existing and planned open space will provide public venues for a multitude of activities to help enliven the harbour-front.

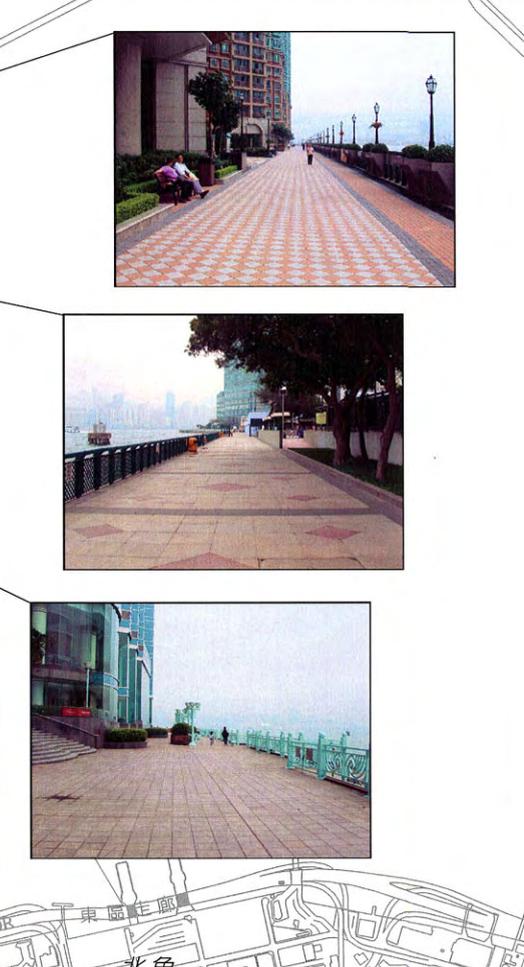
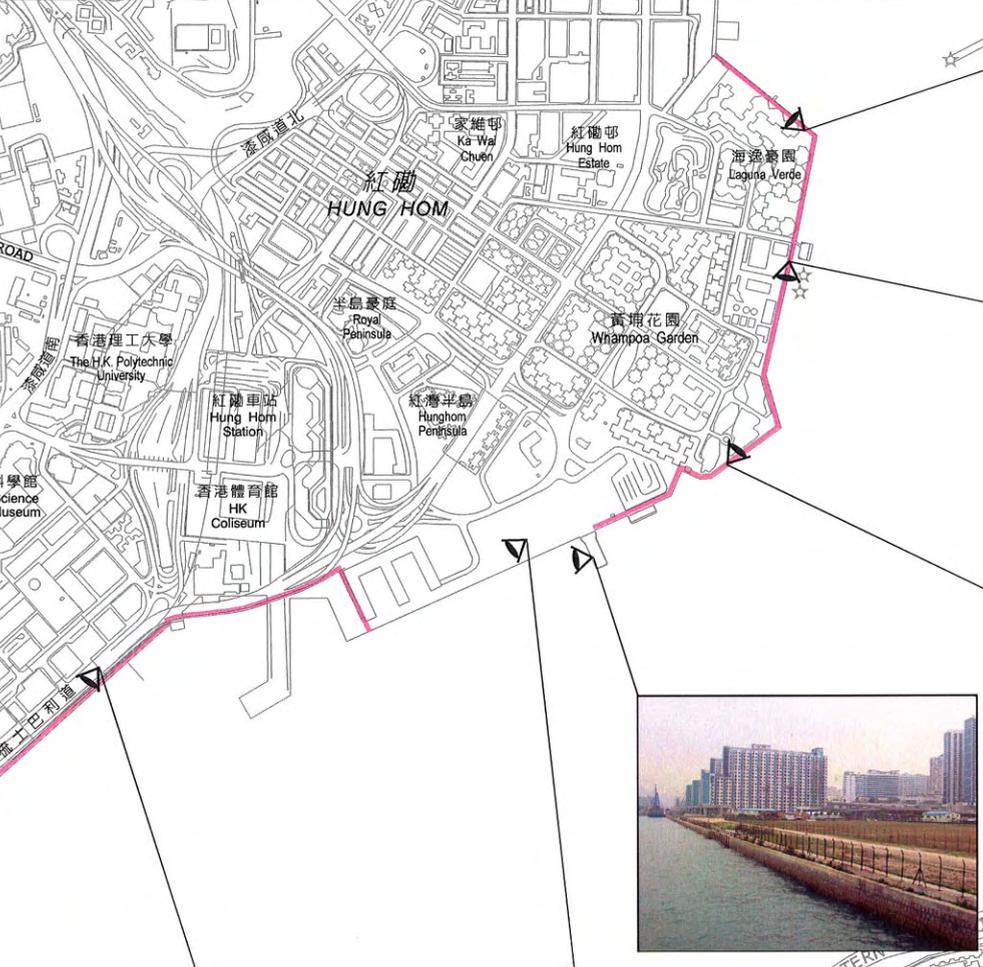
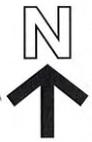


LEGEND

- Study Boundary
- Waterfront Promenade
- Elevated Walkway
- Residential
- Office / Retail / Hotel
- G/I/C / Utility
- Off Street Car / Coach Parking / Transport Facilities
- Open Space
- Other Uses
- Works Area / Vacant Land
- Road

Existing and Planned Land Uses in Hung Hom Waterfront Area





維多利亞港
VICTORIA HARBOUR

Waterfront Promenade



PLANNING DEPARTMENT		
PLAN REF. : M/SR/06/32_3		
DATE : 7/4/2006		
		PANEL 3