

**The Focus Study on Aberdeen Harbour**  
**First-Stage Public Consultation**

**Additional Information**

1. The proposed development framework and the proposed conceptual development option for Aberdeen Harbour were presented to the LegCo Panel on Planning, Lands and Works on 4 January 2002. The Panel requested further information to explain whether and how the proposed development framework and option for Aberdeen Harbour were compatible and complementary to the development strategies at the territorial and regional levels.
2. Tourism is a major driving force behind Hong Kong's economic development. It also adds to the quality of life for the Hong Kong population as it enables the SAR to support a wider range of leisure and cultural facilities than would be supported by the population alone.
3. Different Sub-regions in Hong Kong have different roles in tourism development planning taking account of the characteristics of the respective areas. For examples, the South East New Territories has a development theme as the "Leisure Garden of Hong Kong", with Sai Kung as the anchor. The South West New Territories Development Strategy features the natural landscape of reservoirs, together with Disneyland as tourist attractions and leisure pursuit. The Metro area also makes a major contribution to the tourism sector as it offers big-city attractions in a striking setting, with the Harbour constituting a major resource and integrating feature.
4. According to the principle for tourism and recreation development set out in the on-going Metroplan Review Study (the Study), the role of the Metro area as a resource for promoting tourism and meeting local recreation needs should be enhanced to maintain Hong Kong as a key international and regional tourism destination. In order to implement the principle, the Study has adopted the following broad approaches (see Plan I) :
  - (i) introduce new clusters of tourism attractions and facilities (and enhance existing ones) at key locations;
  - (ii) improve accessibility to between tourism clusters and attractions;
  - (iii) promote heritage preservation and rehabilitation to create attractions; and
  - (iv) improve accessibility to countryside recreation areas.

5. Based on the above approaches, a number of Metro tourism planning principles have been worked out :
- Group tourist attractions in clusters
  - Consolidate waterfront tourist attraction clusters in and close to the Inner Harbour
  - Locate secondary waterfront tourism nodes in the Outer Harbour and at Aberdeen Harbour
  - Provide greater continuity of waterfront promenades to link tourism clusters within Victoria and Aberdeen Harbours
  - Diversify attractions by enhancing setting accessibility of historic and cultural heritage buildings, etc.
  - Improve visual and pedestrian linkages between existing tourism clusters, especially shopping/hotel centres, and other clusters on the waterfront and elsewhere
  - Minimise physical and visual intrusion into the Harbour, the backdrop of hills in Metro and other countryside areas
6. Based on the Metro tourism planning principles, a Metroplan Tourism Planning Framework (Plan II) has been developed and the relevant parts regarding the current planning study for Aberdeen are summarised:
- Aberdeen as a Secondary Tourism Node offering expansion areas outside the Inner Harbour Core to accommodate new tourist attraction clusters
  - Develop Local Attractions, based mainly on heritage or landscape features, such as the recreation of the fishing port theme
  - Develop Waterfront Promenades, providing continuity of access along the waterfront and an attractive Harbour edge, supplemented by indirect links where a waterfront is not practicable or appropriate. The waterfront promenade on Aberdeen and Ap Lei Chau with extension to southern part of the island is a reflection of the continuity concept.
  - Develop Pedestrian and Special Linkages between tourist attractions, in the form of heritage trails, ferries, cable cars, monorails, etc, as appropriate. Ideas include the heritage trails connecting the Chinese temples in Aberdeen and Ap Lei Chau, nature trail to Yuk Kwai Shan, harbour taxi to link up various development nodes and tourist destinations within Southern District and Outlying Islands, and Cable car to the Peak.

Planning Department  
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圖一  
Plan I

