

For discussion on  
8 January 2009

**Legislative Council Panel on Development  
Subcommittee on Harbourfront Planning**

**Overview of Current Harbourfront Land Uses and  
Planned Enhancement Measures**

**PURPOSE**

This paper presents Members with an overview of the current harbourfront land uses and planned enhancement measures, including –

- (a) existing land uses along the harbourfront;
- (b) accessibility of the harbourfront;
- (c) strategies in formulating and implementing harbourfront enhancement initiatives;
- (d) planned harbourfront enhancement measures; and
- (e) areas where enhancement works may not be readily achievable.

**BACKGROUND**

2. Victoria Harbour<sup>1</sup> is a precious asset shared by all the people of Hong Kong. We are committed to protecting and preserving the Harbour and enhancing it for public enjoyment. As pledged by the Chief Executive in the 2008-09 Policy Address, we will strengthen our efforts to implement harbourfront enhancement projects, to improve accessibility of the harbourfront and to proceed with the construction of promenades along Victoria Harbour.

**EXISTING LAND USES ALONG THE HARBOURFRONT**

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<sup>1</sup> The boundaries of Victoria Harbour are stipulated in Schedule 3 of Cap. 1: “On the east-straight line drawn from the westernmost extremity of Siu Chau Wan Point to the westernmost extremity of Ah Kung Ngam Point (sometimes known as Kung Am). On the west-A straight line drawn from the westernmost point of Island of Hong Kong to the westernmost point of Green Island, thence a straight line drawn from the westernmost point of Green Island to the south-easternmost point of Tsing Yi, thence along the eastern and northern coast lines of Tsing Yi to the westernmost extremity of Tsing Yi and thence a straight line drawn true north therefrom to the mainland.”

3. The existing land uses along the harbourfront have reflected the development pattern evolved over the years, with the inner harbour core areas around Central, Wan Chai and Tsim Sha Tsui mainly used for business/commercial activities. In addition to high quality office buildings, government institutions and major cultural facilities are also located within these prime harbourfront areas. Recently, a secondary office node has gradually emerged in Quarry Bay where a number of sites have been redeveloped into office buildings to take advantage of the improvement in transport.

4. Spreading out from the business core, mixed commercial/residential areas are found in Sheung Wan, Sai Ying Pun, North Point, Hung Hom and West Kowloon. These mixed commercial/residential areas have provided a transition to residential, industrial and other port related uses located further away from the harbour core.

5. Residential areas are mainly located in the remaining harbourfront areas along the northern shore of Hong Kong Island (including Shek Tong Tsui, Kennedy Town, Sai Wan Ho and Shau Kei Wan) and the harbour fringe areas in Tsuen Wan and Tsing Yi.

6. Whilst industrial developments can be found along the harbourfront areas in To Kwa Wan, Kowloon Bay, Kwun Tong, Yau Tong, Kwai Chung and Tsing Yi, some of them have been planned for transformation to business use (in To Kwa Wan, Kowloon Bay and Kwun Tong) and commercial/residential use (in Yau Tong) in the long term.

7. Port-related uses mainly occupy the western part of the Harbour and cluster in Kwai Chung, Tsing Yi and Stonecutters Island on both sides of Rambler Channel. Several public cargo working areas (PCWAs) are also located on the waterfronts in the Western District, Yau Ma Tei, Kwun Tong and Cha Kwo Ling.

8. For a clearer presentation and easy reference, the existing land uses of harbourfront areas are indicated on the seven plans prepared by the Planning Department (**Annexes A-G**).

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## **ACCESSIBILITY OF THE HARBOURFRONT**

9. We strive to provide more open spaces and promenades on

both sides of the harbour in order to improve both visual and physical access to the harbourfront. Our ultimate objective is to construct continuous promenades along both sides of Victoria Harbour for public enjoyment.

10. From the overview plan at **Annex H**, it can be seen that a significant portion of both sides of Victoria Harbour has already been or is planned to be developed into open spaces or promenades. On Hong Kong Island, major existing open spaces include the promenades along the Central Piers and around the Hong Kong Convention and Exhibition Centre, the Wan Chai Waterfront Promenade, Victoria Park, Quarry Bay Park and the Aldrich Bay Promenade. On the Kowloon side, major existing open spaces include the Tsing Yi Promenade, Tsuen Wan Park and adjoining promenade, Tsuen Wan Riviera Park, the West Kowloon Waterfront Promenade, the Tsim Sha Tsui Promenade (including the Avenue of Stars), Tai Wan Shan Park and adjoining promenade and Hoi Sham Park.

11. Accessibility of the harbourfront will be greatly enhanced upon implementation of the Central Reclamation Phase III, Wan Chai Development Phase II and Kai Tak Development. About 11 ha of harbourside public open space is proposed under the Urban Design Study for the New Central Harbourfront and about 13.5 ha of regional/district open space will also be implemented under the Wan Chai Development Phase II. The Kai Tak Development will provide a total of about 98 ha of open space, of which the proposed Runway Park is planned for completion in 2012.

12. As for the other harbourfront areas, public accessibility varies from site to site, as the extent of private land ownership and other site-specific conditions will considerably constrain public accessibility.

## **STRATEGIES IN FORMULATING AND IMPLEMENTING HARBORUFRONT ENHANCEMENT INITIATIVES**

13. With the policy intent stated in the CE's 2008 Policy Address, we will press ahead with harbourfront enhancement works on short, medium and long term bases, in consultation with the parties concerned. In identifying and implementing these works, we will have regard to the proposals of different nature that have already been identified by parties including District Councils (DCs) and the Harbour Business Forum as well

as members of the Harbourfront Enhancement Committee (HEC)<sup>2</sup>. Short-term work includes the identification and implementation of “quick-win” projects, medium-term work includes developing practicable models for the sustainable management of harbourfront area, and long-term work includes carrying out planning studies for harbourfront areas and studying the possible beneficial re-use of piers which have been left idle. If appropriate, some of the Government land on short-term tenancies (STTs) or temporary government land allocations (TGLAs) may be released for harbourfront enhancement projects upon termination of the term for use. Measures planned to implement these strategies are set out in the following section.

14. Public engagement, comprising regular and sustained consultation with all stakeholders such as non-government organisations, business groups and District Councils, will be conducted on harbourfront enhancement policies as well as individual projects. Due to keen public interest in the protection and use of our harbour, public engagement has become a very important area of work at all stages of harbour planning and development, practically a standing item. We will make reference to the success of the public engagement programmes steered by HEC, including those for the Kai Tak Planning Review, Harbourfront Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas, and Hung Hom District Study, to develop appropriate arrangement for harbourfront developments in future. Government bureaux, departments and private developers have also been encouraged to engage the HEC, relevant DCs and the public on harbourfront development at an early stage.

## **PLANNED HARBOURFRONT ENHANCEMENT MEASURES**

15. Various long, medium and short term projects have been initiated to develop, beautify and revitalise the harbourfront areas. With regard to long-term planning, the Hung Hom District Study completed in early 2008 has provided a framework for enhancement of the Hung Hom waterfront. We have widely sought and are consolidating public views on the proposals of the Urban Design Study for the New Central Harbourfront. The Hong Kong Island East Harbourfront Study will commence shortly to study the feasibility of harbourfront enhancement measures in the area.

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<sup>2</sup> The HEC has been set up to advise the Government on planning, land uses and developments along the existing and new harbourfront of Victoria Harbour. The HEC is composed of official and non-official members, the latter including representatives of professional institutes and concern groups as well as individual members.

16. We will also study the possible beneficial re-use of piers which have been left idle, with a view that such piers would contribute to vibrancy of the waterfront. In order to improve accessibility of the harbourfront, we will explore the possibility of relocating or setting back existing public facilities which are incompatible with a vibrant waterfront. All these are long-term efforts in support of the vision to beautify and revitalise the harbourfront areas as set out in the Policy Address.

17. Meanwhile, we are actively pursuing short and medium term harbourfront enhancement projects. On the western part of Hong Kong Island, the Sun Yat Sun Memorial Park Phase II and a waterfront park at the Gala Point, both forming part of the planned promenade/open space along the Sheung Wan harbourfront, are under construction and expected to be completed in 2011 and 2009 respectively (**Annex A**). On the eastern part of Hong Kong Island, a temporary promenade along the eastern lot of the ex-North Point Estate site will be completed in 2009, and funding for the construction of a temporary waterfront promenade along the western lot of the ex-Estate site will be sought this year. The Quarry Bay Park Phase 2 (Stages 2 &3) development is planned for completion by 2011. We are also seeking to extend the Aldrich Bay Promenade upon relocation/termination of existing temporary uses (**Annex C**).

18. On the Kowloon side, DEVB had taken the lead to liaise with various Bureaux and Departments to secure the release of a 200-metre section of the Kwun Tong PCWA for the construction of a temporary promenade, pending the long-term implementation of the full waterfront promenade that has already been planned under the Outline Zoning Plan (**Annex D**). The construction of a waterfront open space at Tam Kong Shan Road in Tsing Yi is also planned for completion in 2009 (**Annex G**).

19. Another short-term initiative is the proposed improvement of directional signage to the harbourfront, complementing the Hong Kong Tourism Board's Visitor Signage Improvement Scheme, to provide clear directions to visitors to access the harbourfront. DEVB will draw on the experience of the Visitor Signage Improvement Scheme and work with relevant parties, including the Tourism Commission, Planning Department, Transport Department, Highways Department, Architectural Services Department, as well as the relevant DC, to implement the proposal.

20. In the medium term, we will study the feasibility of public private partnership to develop the waterfront promenade adjoining the Comprehensive Development Area near the Hung Hom Pier, as a major

step towards linking up the Hung Hom waterfront to the existing promenade of Tsim Sha Tsui (**Annex E**).

21. We are in the process of developing practicable and effective models for the sustainable management of the harbourfront areas in line with the Harbour Planning Principles and Harbour Planning Guidelines<sup>3</sup>. A Task Force on Management Model has been set up under HEC for this purpose. The Task Force has studied both local and overseas management models and will formulate for submission to HEC a suitable and practical model or models for the Hong Kong harbourfront. Its recommendations, upon endorsement by HEC, would in turn be submitted to the Government for consideration.

## **AREAS WHERE ENHANCEMENT WORKS MAY NOT BE READILY ACHIEVABLE**

22. While pushing ahead with the various harbourfront enhancement projects, we acknowledge that there are existing constraints that limit the opportunities for harbourfront enhancement.

23. As noted in paragraph 7, a large part of the western Harbour is occupied for port-related uses. The presence of PCWAs would also pose constraints on harbourfront enhancement. To release these waterfront areas for public enjoyment, it would be necessary to reprovise the operators at appropriate locations. In addition, many public utility facilities such as pumping stations and sewage treatment plants are located on the waterfront. While we seek to relocate in the long run those facilities which do not have to be located on the waterfront, it may take years before these areas are available for harbourfront enhancement works.

24. A significant portion of harbourfront land is privately-owned. To explore the possibility of improving accessibility of the harbourfront

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<sup>3</sup> As part of the Harbour Plan Review, the Harbourfront Enhancement Committee has endorsed a set of Harbour Planning Principles (HPPs) which aim to serve as guidelines for all individuals and organisations in the planning, preservation, development and management of Victoria Harbour and its harbourfront areas. The Principles are broad in nature and conceptual. To enable relevant stakeholders and members of the public to better understand the intentions and requirements of the Principles, a set of Harbour Planning Guidelines (HPGs) have also been endorsed by HEC. HEC will make reference to the Guidelines in considering and tendering advice on development proposals in and around the Victoria Harbour. Individual project proponents are also encouraged to comply with the Guidelines as far as possible and practicable.

along privately-owned land, co-operation of various bureaux and departments and engagement of the private stakeholders would be required.

25. Existing roads or highways along the harbourfront, such as the Island Eastern Corridor and the Kwun Tong Bypass, also affect accessibility and the visual appeal of the harbourfront. Innovative solutions have to be developed, taking into account technical feasibility and safety issues.

## **ADVICE SOUGHT**

26. Members are invited to give their views on the content of this paper.

## **ANNEX**

Annex A Hong Kong Island West

Annex B Central and Wan Chai

Annex C Hong Kong Island East

Annex D Kowloon East

Annex E Tsim Sha Tsui and Hung Hom

Annex F West Kowloon

Annex G Tsuen Wan and Tsing Yi

Annex H Overview

**Development Bureau (Planning and Lands Branch)**  
**Planning Department**  
**Lands Department**

**January 2009**





# 維多利亞港 Victoria Harbour

## 圖例 LEGEND

現時的土地用途 Existing Land Use

- 商業 / 政府辦公室  
Commercial / Business & Office
- 住宅  
Residential
- 工業 / 貯物 / 公用事業設施  
Industrial / Storage / Public Utility
- 政府、機構或社區設施  
Government, Institution or Community Facility
- 現有的休憩用地 / 海濱公園  
Existing Open Space / Promenade
- 港灣與港口相關的設施  
Port-related Facilities along Harbour-front
- 其他  
Others
- 空置 / 施工中 / 臨時用途等  
Vacant / Under Construction / Temporary Use, etc.
- 港岸的主要道路  
Major Road along Harbour-front
- 避風塘  
Typhoon Shelter
- 海港界線  
Harbour Limit



天馬艦發展(將於2011年完成)  
包括政府總部大樓、立法會綜合大樓及休憩用地(約2.1公頃)  
Tamar Development (to be completed by 2011), comprising Central Government Complex, LegCo Complex and Open Space (about 2.1ha)

中環新海濱城市設計研究現正進行中  
Urban Design Study for the New Central Harbourfront is underway

灣仔發展計劃第二期檢討已完成  
WDII Review Completed  
\*包括共約13.5公頃的區域/地區休憩用地(根據推薦的發展大綱圖)  
\*Including a total of about 13.5ha of regional / district open space (under RODP)

## 中環及灣仔 Central and Wan Chai

SCALE 比例尺  
0 100 200 300 400 500 600 700 800 900 1000 METRES

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PLANNING DEPARTMENT

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日期 DATE : 31/12/2008

附件  
Annex B





# 維多利亞港 Victoria Harbour

臨時海濱長廊  
(將於2009年中開撥款)  
Temporary waterfront  
promenade  
(funding to be  
sought in 2009)

臨時海濱長廊(將於2009年竣工)  
Temporary waterfront  
promenade  
(to be completed by 2009)

鯉魚涌公園第二期(第2及第3階段)  
(將於2011年竣工)  
Quarry Bay Park Phase 2 (Stages 2 & 3)  
(to be completed by 2011)

## 圖例 LEGEND

標繪的土地用途 Existing Land Use

- 商業 / 商貿和辦公室  
Commercial / Business & Office
- 住宅  
Residential
- 工業 / 貯物 / 公用事業設施  
Industrial / Storage / Public Utility
- 政府、機構或社區設施  
Government, Institution or Community Facility
- 現有的休憩用地 / 海濱長廊  
Existing Open Space / Promenade
- 沿海旁與港口相關的設施  
Port-related Facilities along Harbour-front
- 其他  
Others
- 空置 / 施工中 / 臨時用途等  
Vacant / Under Construction / Temporary Use, etc.
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Major Road along Harbour-front
- 避風塘  
Typhoon Shelter
- 海濱界線  
Harbour Limit

擬議愛秩序灣海濱花園的擴建部分  
Proposed extension  
of Aldrich Bay Promenade

西貢灣避風塘  
Shaukeiwei  
Typhoon Shelter

葵青區  
Kwun Tong

九龍  
Kowloon

新界  
New Territories

沙田  
Sha Tin

大埔  
Tai Po

元朗  
Yuen Long

屯門  
Tuen Mun

西貢  
Sai Kung

香港  
Hong Kong

港島東  
Hong Kong Island East

SCALE 1:50,000

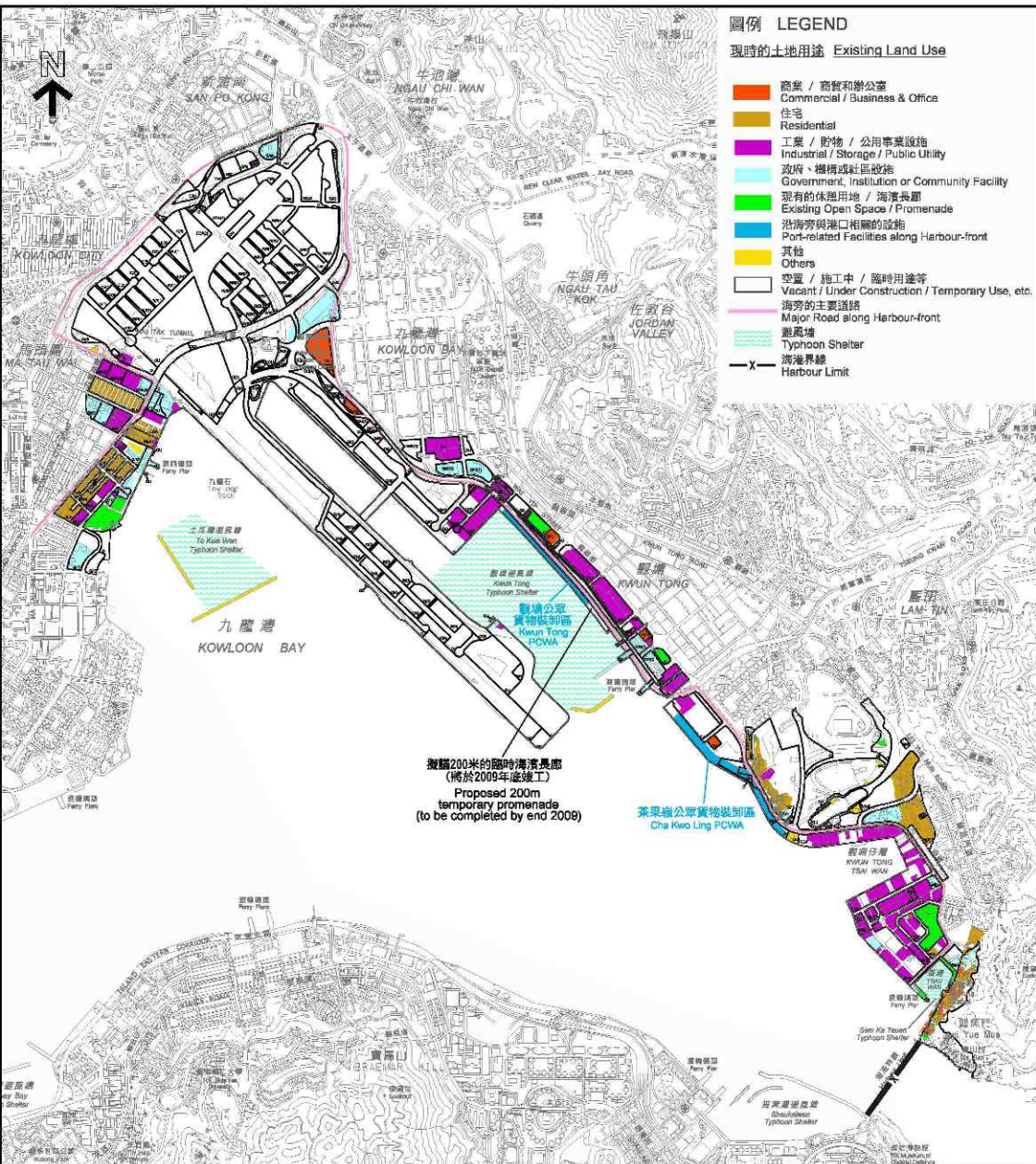
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PLANNING DEPARTMENT

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日期 DATE : 31/12/2008

附件  
Annex C

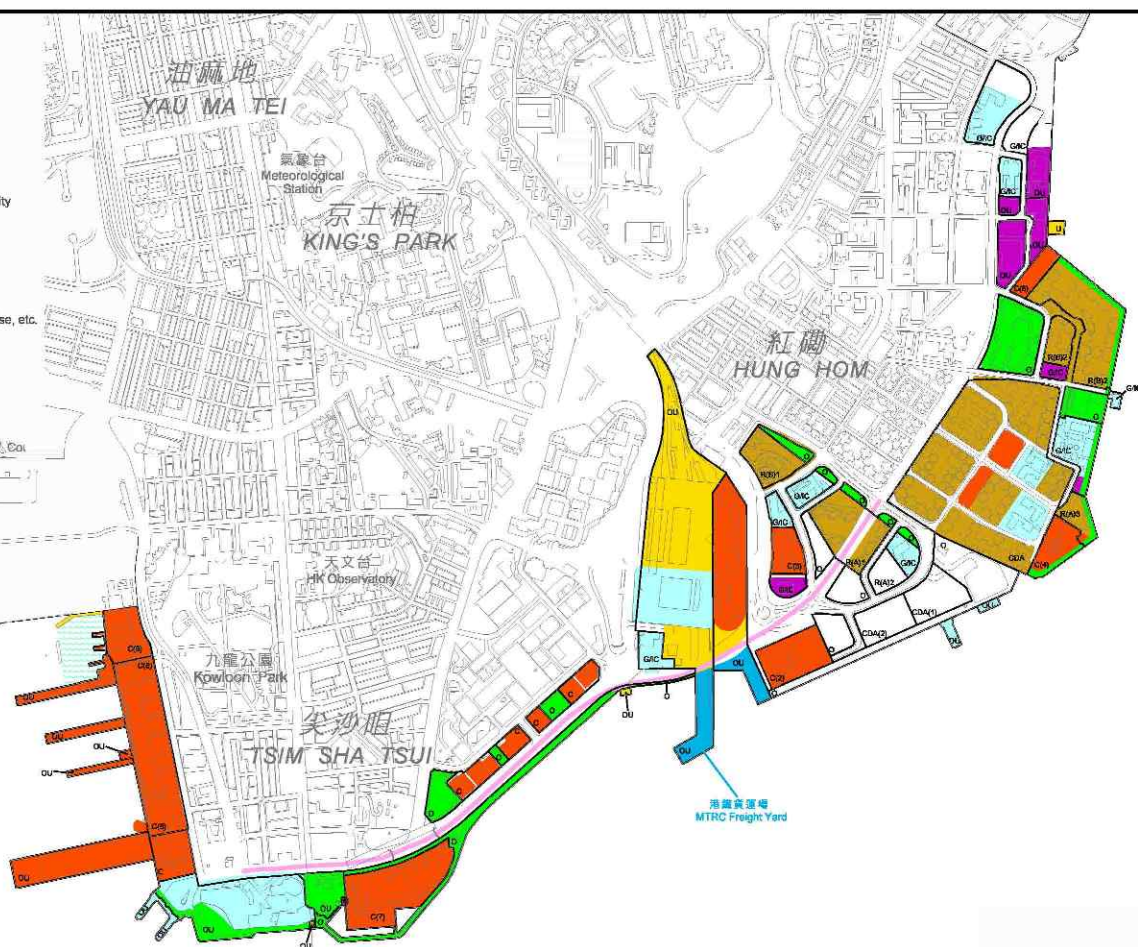




# 圖例 LEGEND

現時的土地用途 Existing Land Use

- 商業 / 商業和辦公室  
Commercial / Business & Office
- 住宅  
Residential
- 工業 / 貯物 / 公用事業設施  
Industrial / Storage / Public Utility
- 政府、機構或社區設施  
Government, Institution or Community Facility
- 現有的休憩用地 / 海濱長廊  
Existing Open Space / Promenade
- 沿海旁與港口相關的設施  
Port-related Facilities along Harbour-front
- 其他  
Others
- 空置 / 施工中 / 臨時用途等  
Vacant / Under Construction / Temporary Use, etc.
- 海旁的主要道路  
Major Road along Harbour-front
- 避風塘  
Typhoon Shelter
- 海港界線  
Harbour Limit



尖沙咀及紅磡  
Tsim Sha Tsui and Hung Hom

SCALE 比例尺

0 250 500 750 1 000 1 250 1 500 METRES

規劃署  
PLANNING DEPARTMENT

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附件  
Annex A



# 圖例 LEGEND

現時的土地用途 Existing Land Use

- 商業 / 商貿和辦公室  
Commercial / Business & Office
- 住宅  
Residential
- 工業 / 貯物 / 公用事業設施  
Industrial / Storage / Public Utility
- 政府、機構或社區設施  
Government, Institution or Community Facility
- 現有的休憩用地 / 海濱長廊  
Existing Open Space / Promenade
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Typhoon Shelter
- 海港界線  
Harbour Limit

維多利亞港  
Victoria Harbour

新油蔴地避風塘  
New Yau Ma Tei Typhoon Shelter

新油蔴地  
公眾貨物積卸區  
New Yau Ma Tei  
PCWA

油蔴地  
YAU MA TEI

西九龍文化區  
West Kowloon Cultural District

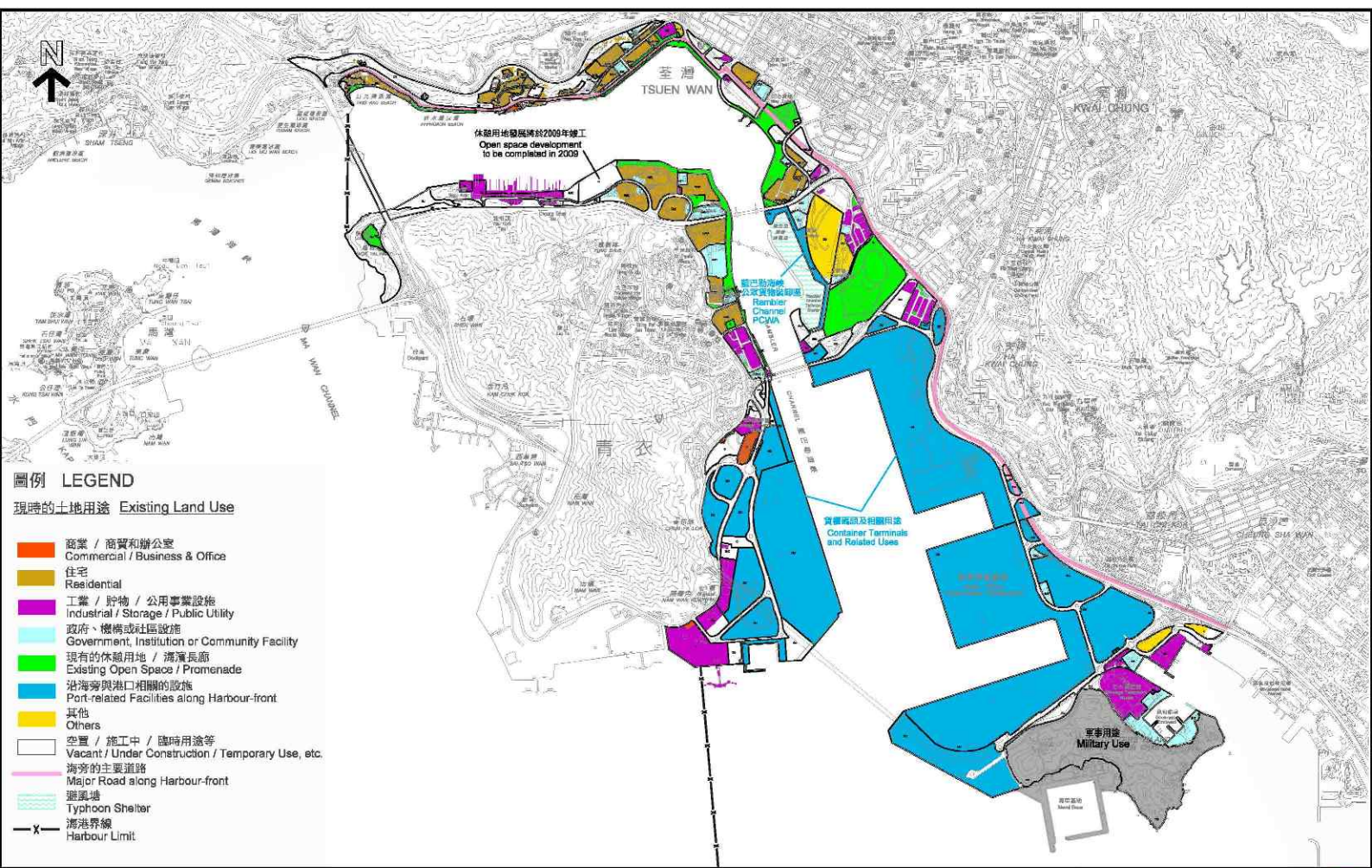
西九龍臨時海濱長廊  
West Kowloon  
Temporary Waterfront  
Promenade

西九龍  
West Kowloon

SCALE 1:50,000 比例尺 1:50,000  
0 100 200 300 400 500 600 700 800 900 1,000 METRES

規劃署  
PLANNING DEPARTMENT  
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附錄 F  
Annex F



葵青  
Tsuen Wan and Tsing Yi

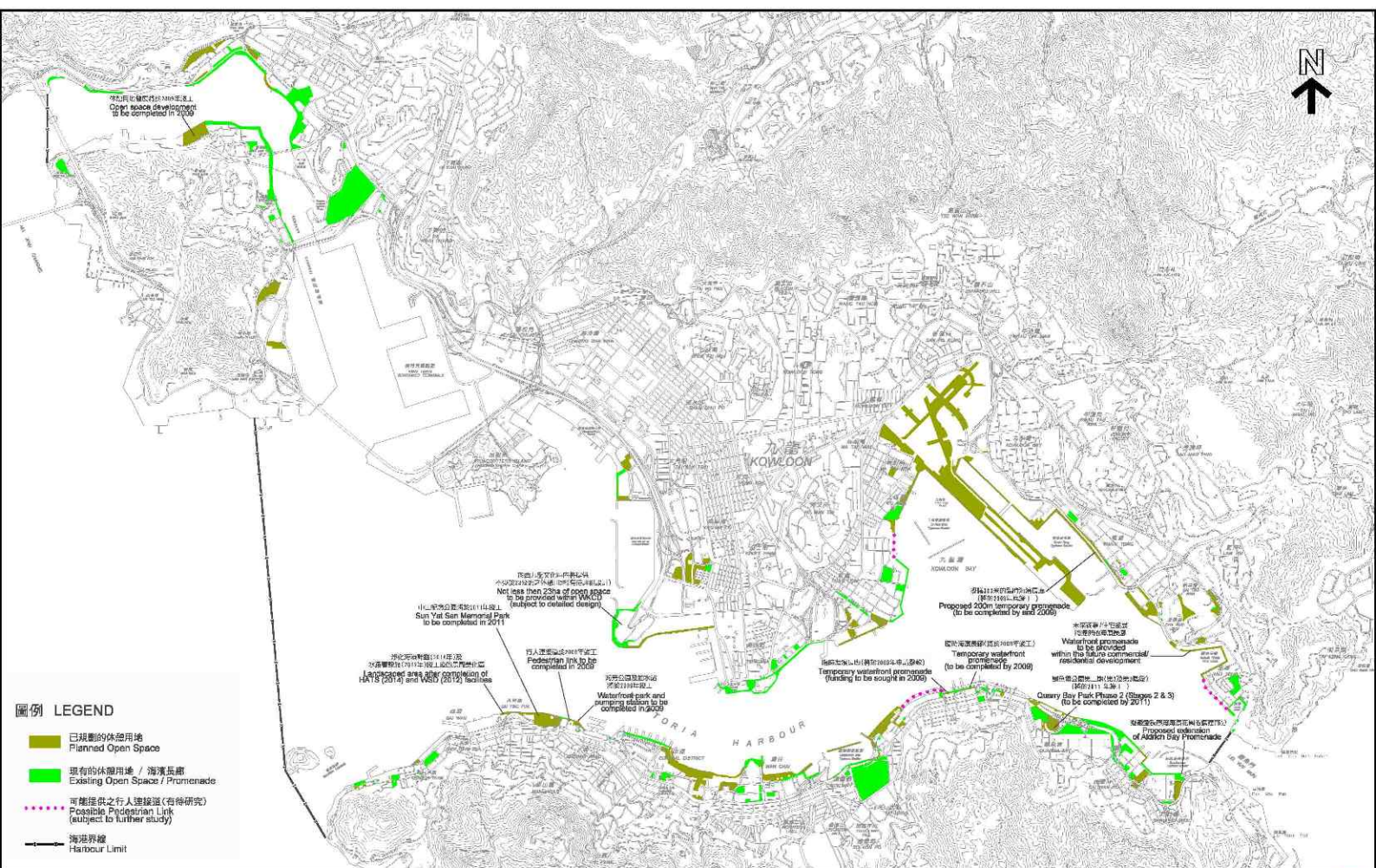
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日期 DATE : 29/12/2008

附件  
Annex G





0 100 200 300 400 500 600 700 800 900 1000



附件  
Annex 1

日期 DATE : 30/12/2008