

For discussion on  
11 June 2009

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

**Harbourfront Enhancement Initiatives and Related Issues**

**Purpose**

This paper provides information on the following as requested by Members:

- (a) the Administration's views on issues discussed by District Councils;
- (b) existing arrangements for planning and implementation of harbourfront enhancement works and management of harbourfront facilities;
- (c) connectivity of pedestrian access to harbourfront areas; and
- (d) public cargo working areas.

**Issues Discussed by District Councils**

2. The Administration's response on harbourfront planning issues discussed by the following District Councils (DCs) and updated information on those issues are at Annex A:

- (a) Central and Western DC;
- (b) Wan Chai DC
- (c) Eastern DC;
- (d) Kwun Tong DC;
- (e) Kowloon City DC;
- (f) Yau Tsim Mong DC; and

(g) Tsuen Wan DC.

**Existing Arrangements for Planning and Implementation of Harbourfront Enhancement Works and Management of Harbourfront Facilities**

3. On 1 April 2009, we established a new, dedicated Harbour Unit in the Planning and Lands Branch of Development Bureau. The main functions of the new Harbour Unit are, among other things -

- (a) to coordinate inter-departmental efforts on harbourfront planning;
- (b) to identify and implement short, medium and long term enhancement projects; and
- (c) to strengthen engagement of Harbour-front Enhancement Committee (HEC), DCs, harbour concern groups and the public in identifying and implement harbourfront enhancement projects.

4. Since the setting up of this new dedicated unit, we have been able to conduct more liaison and consultation with relevant parties and stakeholders, and speed up discussions and internal consultation process within the Government. For example, the Principal Assistant Secretary (Harbour), who heads the Harbour Unit, has been attending relevant DC meetings to discuss harbourfront enhancement and other issues. We will continue to engage the DCs and other relevant parties and stakeholders as and when appropriate.

5. As regards harbourfront enhancement initiatives, apart from the 15 projects to be completed within the next five years as reported at the last Subcommittee meeting on 6 April 2009, we have liaised with relevant departments and parties and plan to commence two more projects in end 2009 or early 2010 as follows:

- (a) Harbourfront Signage Scheme – to improve accessibility

to/from the harbourfront and promote our Harbour thereby attracting more members of the public and tourists to visit the harbourfront; and

- (b) Temporary waterfront promenade along Hoi Yu Street in Quarry Bay – to develop a 10m wide, 600m long waterfront promenade along Hoi Yu Street.

6. We are working on details of the above two projects and will consult the HEC and relevant DCs in due course. Meanwhile, we are also exploring with relevant departments the feasibility of temporary greening works along the Hung Hom waterfront in order to provide a temporary waterfront promenade for public enjoyment prior to the construction of a permanent one at the site. We will continue to explore other practicable projects with relevant parties as well as DCs to enhance the harbourfront for public enjoyment.

7. On resources or funding to implement the above projects, we and the concerned departments will seek the necessary resources or funding within the existing Government mechanism. We do not anticipate any major difficulty in securing resources or funding at this stage.

8. On the management aspect, most existing harbourfront open space and associated leisure and recreational facilities are managed by the Government, and in some cases by private developers. Most of the Government harbourfront open spaces are managed by the Leisure and Cultural Services Department (LCSD) (Annex B). Some other harbourfront open space and sitting out areas are managed by District Offices or DCs (Annex C). Examples of harbourfront open space managed by private developers are at Annex D.

### **Connectivity of Pedestrian Access to Harbourfront Areas**

9. As requested by Members, a large map showing the existing pedestrian accesses along harbourfront areas on the Hong Kong Island is at Annex E. As shown on the map, there are certain “breaking points” that make connectivity right at the waterfront not possible at the moment.

As explained at the second meeting of this Subcommittee on 8 January 2009, such “breaking points” are due to the presence of public utility installations, private lots, cargo working areas, typhoon shelters, etc. There are no quick solutions to this problem but we are in discussion with the relevant government departments, utility companies and other parties concerned to explore relocation of their facilities from the harbourfront in the longer term. We will continue to liaise with relevant departments and parties to improve the connectivity at the harbourfront.

### **Public Cargo Working Areas (PCWAs)**

10. According to the Transport and Housing Bureau, apart from Kwun Tong and Cha Kwo Ling PCWAs, the Government has no plan to relocate or close any other PCWA at this stage. The Government plans to decommission the Kwun Tong and Cha Kwo Ling PCWAs when the existing Berth Licence Agreements expire in 2011. Meanwhile, through rationalization of the berthing space, a 200m of waterfront space has been released from the Kwun Tong PCWA for developing a temporary waterfront promenade. Construction of this promenade has commenced in March 2009 and will be completed by end of this year. In anticipation of the closure of the Kwun Tong and Cha Kwo Ling PCWAs in 2011, we will in due course initiate planning for a permanent waterfront promenade along the Kwun Tong waterfront.

### **Advice Sought**

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

### **Annexes**

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|---------|--|
| Annex A | Administration’s response on harbourfront planning issues discussed by DCs and updated information on those issues |
| Annex B | Harbourfront open space and associated leisure and recreational facilities managed by LCSD                         |

- Annex C Harbourfront open space/ sitting out areas and associated leisure and recreational facilities managed by District Offices/ DCs
- Annex D Examples of open space required under lease for the use by the public in private developments within the harbourfront areas
- Annex E Existing situation of pedestrian access along harbourfront areas on the Hong Kong Island

**Development Bureau (Planning and Lands Branch)**  
**June 2009**

**Panel on Development**

**Subcommittee on Harbourfront Planning**

**Harbourfront planning issues discussed by District Councils and the Administration's response**

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**Central & Western District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
<p>District Council Meeting</p> <p>15 May 2008</p>	<p><b>Stage 2 Public Engagement for the Urban Design Study of the New Central Harbourfront</b></p>	<p>The District Council unanimously passed the following motions --</p> <p><u>Motion 1</u></p> <p>"This Council supports that the government should construct an easily accessible and vibrant New Central Waterfront as soon as possible. To achieve the objective of 'a harbour for the people, a harbour of life', the design should be compatible with the water front environment, development density should be reduced, greening should be extensive while public space and facilities should be enhanced."</p> <p>The District Council passed the following (12 members agreed, 7 members objected) --</p>	<p>In the Stage 2 Public Engagement (S2PE), there was general public support for creating a vibrant, green and accessible new Central harbourfront. The Administration is working in this direction in the further study.</p> <p>In the S2PE, the public are generally in favour of reassembling Queen's Pier by the harbour. 16 out of 18 District Councils consulted have passed motions in support of re-assembling Queen's Pier at the harbourfront. We will take into account District Council's views in finalizing the Urban Design Study of the New Central Harbourfront.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
		<p><u>Motion 2</u></p> <p>"This Council supports that the Queen's Pier should be reassembled along the harbour front of Central to resume its pier functions for public use."</p>	
<p>Culture, Leisure &amp; Social Affairs Committee Meeting</p> <p>20 November 2008</p>	<p><b>Preserving the original pier at the harbour for development of feature facilities for public enjoyment of the harbourfront</b></p> <p>As the four vacant piers of the Western Wholesale Food Market have not been assigned any special uses, the District Council suggested that government departments should expeditiously complement the development of the harbourfront by zoning the site as open space for public enjoyment.</p> <p>According to the Agriculture, Fisheries and Conservation</p>	<p>Committee members agreed to write to the Development Bureau to request for the expeditious zoning of the four vacant piers of the Western Wholesale Food Market as harbourfront open space for public enjoyment. Committee members also requested the Bureau to provide details of the future development plan for the site to enable the District Council to discuss the issue in detail at its meeting held in January 2009.</p>	<p>The Government pledged in the 2008/09 Policy Address and 2009/10 Budget Speech to promote enhancement and beautification of the harbourfront. The Development Bureau is now exploring with relevant departments, including the Planning Department (PlanD) and the Agriculture, Fisheries and Conservation Department (AFCD), the feasibility of opening up part of the Western Wholesale Food Market (WWFM) (including the vacant piers) for other uses to complement the nearby harbourfront developments for public enjoyment.</p>



District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>Department (AFCD), the Western Wholesale Food Market commenced operation in 1993. At that time, non-staple food products were mainly transported by sea from the Mainland to the Market. But with the highway network development on the Mainland, only some of the fresh water fishes were still transported to Hong Kong by sea these days. Nevertheless, the loading capacity of the piers was not suitable for loading and unloading containers. In the past, the Department had invited the non-staple food products industry to rent the piers concerned, it had also asked the various government departments through the Government Property Agency if they should have any need to use the piers. Yet so far the Department received no applications. Regarding the future development of those piers,</p>		<p>AFCD remains open-minded on the future development of these piers. That said, in planning to open up these piers for leisure uses, due regard should be given to the current entry management system and normal operation of the market, and the fact that the busy traffic during the rush hours of the market may pose danger to the public should also be taken into account.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>the Department maintained an open attitude, but had also stressed that in planning to open up the pier areas, the Government had to take into account the entry management system of the Wholesale Market, as well as the possible threat to public safety arising from the heavy vehicular traffic during peak times.</p> <p>According to the Planning Department, the Development Bureau had all along intended to open the harbourfront site for public enjoyment. The relevant departments would explore the feasibility of zoning the site as open space and implement appropriate matching measures.</p>		
District Council Meeting 8 January 2009	<b>Matters arising from the lot adjoining Chung Kong Road adjacent to Shun Tak Centre, Hong Kong</b>	The District Council unanimously passed the following motion --  "Strongly objects to inclusion of the lot (I.L.8998) adjacent to Shun Tak Centre	As mentioned by the Secretary for Development when she announced the 2009-10 Application list on 20 March 2009, we have removed from sale for the time being the

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>According to the Planning Department, although the height restriction of the building to be constructed on the relevant lot had been set at 130 metres above Principal Datum (mPD) in 2000, in response to the continuously changing request made by the community, the relevant height ceiling was subsequently lowered to 100 mPD. The Planning Department stressed that while the relevant Outline Zoning Plan did not set any limit on the development density of the building to be developed on the lot, the plot ratio of the lot had been reduced from 15 (maximum ratio permitted under the Buildings Ordinance) to 12. The Planning Department pointed out that the height of Shun Tak Centre was 150 mPD, whereas the height of the proposed commercial building was 100 mPD. The proposed building</p>	<p>on Chung Kong Road in the Application List"</p>	<p>Sheung Wan Chung Kong Road "commercial" site in light of the relevant District Councils' views.</p> <p>The consultant has completed the air ventilation assessment and proposed some preliminary mitigation measures. PlanD is now considering the proposals. Should there be further amendment to the development parameters for the sale site, the District Council will be consulted.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>was roughly estimated to have 22 storeys. The Planning Department had already commissioned a consultancy in November 2008 to conduct an air ventilation impact assessment on the development of the relevant lot. It was expected that the assessment report would be ready by February 2009. The Planning Department would then consider adopting impact mitigation measures in the light of the recommendations of the report. In addition, the Planning Department would also consider extending the distance between Shun Tak Centre and the proposed building, with a view to allowing enough space for use as a ventilation breezeway.</p>		
<p>District Council Meeting</p> <p>8 January 2009</p>	<p><b>Kennedy Town and Mount Davis Outline Zoning Plan</b></p> <p>Regarding the review of the land</p>	<p>In concluding the discussion, the District Council Chairman remarked that the Planning Department was only soliciting views as an initial step, the</p>	<p>PlanD is conducting the on-going land use review . The Transport and Housing Bureau (THB) is also conducting a review on the need for</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	uses of Kennedy Town and Mount Davis, the Planning Department had already formulated an initial concept. The views solicited from District Council members at the meeting would help the Department put forward concrete proposals in due course.	relevant working group to be set up by the District Council would further discuss the issue. He opined that as the scope of the relevant review also covered harbourfront sites, the newly established Working Group on Harbourfront Promenade might need to follow up the issue as well.	Route 4, which will be completed by mid 2009. Thereafter, THB will consult the concerned parties and organizations on the findings of the review. PlanD will take into account the findings of the review in completing the land use review and consult the District Council again on the proposals.
District Council Meeting  8 January 2009	<p><b>Request for the Government's explanation on the planning of Western District Harbourfront Promenade</b></p> <p>The Marine Department had already invited open tender for four of the berths of the Western District Public Cargo Handling Area in December 2008, and the tenders for two of such berths would be awarded on 1 February 2009. The Marine Department had earmarked three berths for the development of the MTR West Island Line. In a</p>	<p>The District Council unanimously passed the following motions --</p> <p><u>Motion 1</u></p> <p>"The Central &amp; Western District Council objects to the zoning of the Western District Public Cargo Handling Area as "Other specified uses" annotated "public cargo handling area" because it will lead to the long term occupation of the public space and a waste of land resources."</p>	<p>Public Cargo Working Areas (PCWAs) are public facilities for local barges and cargo vessels and the river trade vessels to load and unload cargoes. PCWAs are not only an essential part of the port cargo operations, but also an important link of the logistics supply chain, providing port users and logistics operators with another alternative. PCWAs as well provide the transport and relevant industries with more than 10,000 different jobs, which include ships crew, transportation workers, truck drivers and company staff.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>nutshell, two berths would be expected to remain vacant after 1 February 2009.</p>	<p><u>Motion 2</u></p> <p>"The Government should fix a timetable, as soon as possible, for relocating the Western District Public Cargo Handling Area and enhancing the harbourfront, aiming for the better life of the people and returning the harbour to the people."</p> <p><u>Motion 3</u></p> <p>"The Central &amp; Western District Council strongly objects to shifting part of the Kwun Tong Public Cargo Handling Area to the Western District Public Cargo Handling Area as such move will impede the long-term development of the harbourfront."</p>	<p>In the tendering exercise held in May 2008, the Marine Department received 30 applications for the 23 berths of the Western District PCWA. According to the response to the tender exercises, there is real demand from the industry for the berths at the Western District PCWA, and the PCWA has its practical functions and economic advantages. Given the PCWA is now fulfilling current needs, the Government therefore has no plan at present to close the Western District PCWA.</p> <p>The Government has not appointed operators of the Kwun Tong and Cha Kwo Ling PCWAs to relocate to the Western District PCWA. The Government's usual practice is to invite open tenders for vacant berths of all PCWAs. The Government plans to close the Kwun Tong and Cha Kwo Ling</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
			<p>PCWAs when the existing Berth Licence Agreements expire in 2011, to vacate areas for the implementation of the proposed development projects and other related plans under the Kai Tak Outline Zoning Plan. Given the lack of suitable sites in East Kowloon, it would be impossible to directly re-provision the Kwun Tong and Cha Kwo Ling PCWAs. Therefore, existing operators of the two PCWAs are encouraged to voluntarily relocate to the vacant berths in the other six existing PCWAs (including the Western District PCWA) for their continual operations.</p>

**Wan Chai District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
<p>District Council Meeting</p> <p>18 March 2008</p>	<p><b>Proposal of developing a government helipad at Hong Kong Convention and Exhibition Centre (HKCEC)</b></p> <p>According to the consultant commissioned by the Government, the Central Helipad at Lung Wui Road had been closed in January 2004 to make way for the implementation of the Central Reclamation Phase III works. Hence, the Government Flying Service had to continue its operation at the temporary government helipad at the former Wan Chai Public Cargo Working Area. Since then, there was no permanent heliport in the urban area for commercial services. After a territory-wide site search, the Government considered that</p>	<p>No motions voted on at the meeting.</p> <p>The District Council Chairman concluded that in developing a private-public shared-use helipad, government departments should also strive to ensure the compatibility of the project with the future development of Wan Chai district. He also opined that the Government should not centralize the facilities for addressing all such needs in Wan Chai district, as many places across the territory could also be used for future development. Otherwise, the only remaining harbourfront area in Wan Chai north would be turned into a busy helipad. Certainly, District Council members raised no strong objections at the meeting, yet they did raise their concerns regarding a number of issues. He hoped that in implementing the</p>	<p>The concerns of WCDC are noted. The Administration consulted the Legislative Council Panel on Development on the funding proposal for the construction of the Government helipad on 26 May 2009. It plans to seek the endorsement of the Public Works Subcommittee in June and the funding approval of the Finance Committee in July 2009.</p> <p>With the funding approval, the Administration plans to commence the proposed works in December 2009 for completion by December 2011.</p>



District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>the site at the north-eastern corner of the HKCEC was the most suitable location for a permanent government helipad.</p> <p>Having considered the views expressed by the relevant Panels of the Legislative Council and the trades concerned, the Government agreed that subject to the conditions that Government emergency and other essential flying services must have absolute priority at all times in using the helipad, the spare capacity of the helipad would be open to uses by commercial helicopter operators at a charge to be determined by the Government.</p> <p>The relevant Technical Feasibility Study has been completed. Upon considering the public views collected during the public engagement exercise conducted</p>	<p>project, government departments would address each of the concerns raised by District Council members and ensure the compatibility of the project with the future development of Wan Chai north, in particular the Central-Wan Chai Bypass, the Shatin to Central Link, the extension to HKCEC, etc. He urged government departments to consider all such development projects together, so as to avoid any restrictions arising from some irreversible decisions.</p>	

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>by the Government, the Town Planning Board (TPB) endorsed the inclusion of the helipad site into the Draft Wan Chai North Outline Zoning Plan (OZP), which was gazetted in July 2007. In January 2008, TPB heard and rejected further objections to the helipad site. The OZP will be submitted to the Chief Executive in Council for approval in due course.</p> <p>The Hong Kong Regional Heliport Working Group also presented to the meeting their proposal of "Adding Vibrancy to the Wan Chai Waterfront: Building a Properly Planned Shared Use Heliport".</p>		
<p>District Council Meeting</p> <p>20 May 2008</p>	<p><b>Urban Design Study for the New Central Harbourfront Stage 2 Public Engagement</b></p>	<p>The following two motions were passed at the meeting --</p> <p>(i) "Support the creation of a vibrant and accessible New</p>	<p>In the Stage 2 Public Engagement (S2PE), there was general public support for creating a vibrant, green and accessible new Central harbourfront. The Administration is</p>

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
		<p>Central Harbourfront; reducing the development intensities and promoting greening in line with the development of Central commercial centre, thus providing ample quality leisure grounds and facilities to the public and in turn returning the harbour to the public".</p> <p>(ii) "Support the re-assembling of Queen's Pier at the Central waterfront and resuming its ferry function for the public."</p>	<p>working in this direction in the further study.</p> <p>In the S2PE, the public are generally in favour of reassembling Queen's Pier by the harbour. 16 out of 18 District Councils consulted have passed motions in support of re-assembling Queen's Pier at the harbourfront. We will take into account District Councils' views in finalising the Urban Design Study for the New Central Harbourfront.</p>

**Eastern District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
Planning, Works and Housing Committee Meeting  7 March 2008	<p><b>Harbourfront planning for North Point area -- Temporary open space use at ex-North Point Estate</b></p> <p>The Committee noted that the Harbourfront Enhancement Committee intended to apply to the Government for funds to develop the site into a temporary park.</p>	<p>Members of the Committee supported the relevant proposal in principle. However, given that the site would only be used for three years until the end of 2011, and the project cost of developing the entire site (1.3 hectares) was high, the Committee considered that the Government should make the best use of public financial resources to expeditiously implement the proposed project, so that residents could enjoy the relevant facilities as early as possible.</p> <p>The Committee suggested that if the Government could not implement any proposed projects in the near future, the District Council would consider allocating funds to provide a 20 metres wide harbourfront promenade along part of the seafront area of the site for residents' enjoyment.</p>	<p>With regard to the eastern lot of the ex-North Point Estate site, the Eastern District Council (EDC) has agreed to allocate funding for the expansion of the existing five metre wide waterfront promenade into a 20 metre one. The District Lands Office of Hong Kong East has approved the temporary land allocation to Leisure and Cultural Services Department (LCSD) for developing the promenade. The site will be handed over to LCSD in June 2009 and construction works are expected to start in June-July 2009.</p> <p>As for the remaining site area of the eastern lot of the ex-North Point Estate site, it is currently under open short term tenancy tender for recreation, entertainment,</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
			amusement, exhibition and retail purposes.
Planning, Works and Housing Committee Meeting  8 May 2008	<b>How to implement the "Harbour Planning Guidelines" in approving land development and address the traffic and planning problems arising from the residential development at 14-30 King Wah Road, North Point</b>	The following motion was passed with 27 votes in favour, zero against, and one abstention --  "The Planning, Works and Housing Committee under the Eastern District Council requests the Planning Department to take on board the views of the public and revise the two land lots shown in the draft North Point Outline Zoning Plan, including the Oil Street lot and King Wah Road lot in North Point, so that the height restriction and plot ratio for the lots will be the same as that of the former North Point estate lot, representing a building height of not exceeding 80 metres and a plot ratio of 3."	Regarding the King Wah Road site, the Metro Planning Committee (MPC) of the Town Planning Board (TPB) noted the concerns raised by the EDC and the public on the development intensity for the site, and decided on 7.11.2008 to request the Planning Department (PlanD) to prepare a planning brief (PB) to guide the development on the site. On 17.4.2009, the MPC agreed to submit the draft PB to the relevant Legislative Council Case Conference, Harbour-front Enhancement Committee (HEC) and EDC for consultation. PlanD briefed the LegCo Case Conference and HEC on the draft PB on 12.5.2009 and 20.5.2009 respectively, and will consult the Planning, Works and Housing Committee of the EDC in June. The views collected will be

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
			<p>submitted to TPB for further consideration.</p> <p>Regarding the Oil Street site, when considering the representations in respect of the draft North Point Outline Zoning Plan (OZP) No. S/H8/20 on 16.5.2008, TPB requested PlanD to amend the PB of the site by lowering the building height (BH) restriction for the southeastern part (the landward portion) of the site from 120mPD to 110mPD whilst that for the seaward portion would remain unchanged (100mPD).</p> <p>The gross floor area (GFA) in the PB for the Oil Street site is 70,200m<sup>2</sup>, 43% lower than that stipulated under the OZP. The plot ratio of 6 is lower than those of the surrounding developments. The proposed BH restrictions are generally in line with the surrounding environment and</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
			<p>would help create a stepped height profile within the site and along the waterfront from the Harbour Heights to the west of the site, and the City Garden to the east of the site. As such, PlanD considers that there is no strong justification to further reduce the plot ratio and BH restrictions for the site.</p> <p>The revised PB together with EDC's comments and PlanD's responses were reported to MPC on 23.1.2009. After consideration, MPC endorsed the amendment to the BH restriction in the PB, and decided not to change the GFA and plot ratio restrictions for the site.</p>
Meetings of the Working Group on Waterfront Development in Eastern District under the Planning, Works and Housing	<p><b>North Point Harbour Conceptual Design Competition</b></p> <p>According to the representatives of the Planning Department, early this year, the Town Planning Board had agreed in principle the</p>	<p>Members of the Working Group approved to have Hong Kong Urban Design Alliance and Designing Hong Kong as the honorary advisers to the captioned competition, and Mr CHEUNG Hau-wai and Prof Hon Patrick LAU Sau-shing as</p>	<p>The "North Point Harbour Conceptual Design Competition" commenced in February 2009 and its results were announced on 23.5.2009. The Working Group on Waterfront Development in Eastern District has passed the winning</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
<p>Committee</p> <p>15 October 2008 8 December 2008</p>	<p>proposed use and development parameter of the North Point Estate site. The Department was conducting an air ventilation assessment on the site and would consult the District Council later on. The two parties could then exchange ideas on the views collected.</p>	<p>the expert advisers.</p> <p>Members of the Working Group agreed to authorize the Chairman and Deputy Chairman of the Working Group to make decisions regarding the relevant details and arrangements of the competition to be held, and report the relevant progress to members at the meetings of the Working Group.</p>	<p>entries to PlanD. PlanD will consider whether it is possible to suitably incorporate the merits of the entries into the draft PB, and then pass the revised draft PB to TPB for further consideration.</p>
<p>Meetings of the Working Group on Waterfront Development in Eastern District under the Planning, Works and Housing Committee</p> <p>8 December 2008 7 January 2009</p>	<p><b>Proposed development of a harbourfront footway linking up Heng Fa Chuen and Shau Kei Wan</b></p> <p>According to the Lands Department, the titles of the part of Heng Fa Chuen in the proposed development were privately owned.</p> <p>The Marine Department expressed its concern that the area along the Shau Kei Wan Typhoon Shelter might be affected by the</p>	<p><b>8 December 2008</b></p> <p>Members of the Working Group agreed to write to the Development Bureau to request for the inclusion of the harbourfront from Heng Fa Chuen to Shau Kei Wan into the Hong Kong Island East Harbourfront Study.</p> <p><b>7 January 2009</b></p> <p>The Working Group noted that the Planning Department had already commenced the Hong Kong Island East Harbourfront Land Use Planning</p>	<p>In May 2009, PlanD commissioned consultants to undertake the Hong Kong Island East Harbour-front Study. The Study covers the harbourfront areas from North Point to Siu Sai Wan. It is anticipated that the Study will be completed in 18 months by late 2010. The Study mainly emphasizes enhancing connectivity and pedestrian accessibility to the harbourfront, which includes, among others, examining the possibility of creating a continuous waterfront promenade along the</p>



District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	proposed development project.	Study, which covers the harbourfront land lots stretching from North Point to Siu Sai Wan. The Stage 1 Public Engagement Programme was tentatively scheduled to commence in March, the details of the consultation format would be announced in due course. The Working Group will continue to follow up this matter.	<p>Study Area. During the Study period, Stages 2 and 3 Public Engagement Programme will be undertaken and relevant stakeholders, land owners and residents of Heng Fa Chuen will be consulted on the waterfront promenade proposal.</p> <p>The associated activities of Stage 1 Public Engagement Programme have been completed. The consultant is preparing a report to consolidate public comments/views collected. The report will be uploaded to PlanD's website for public inspection.</p>
Meetings of the Working Group on Waterfront Development in Eastern District under the Planning, Works and Housing Committee	<p><b>Proposed development of a temporary harbourfront promenade in Quarry Bay</b></p> <p>According to the Planning Department, part of the harbourfront site near Hoi Yu Street was private land. As</p>	The Working Group asked the Planning Department to co-ordinate the programme mentioned above, consult the relevant government departments, and collect information on the said site for submission to the Working Group. The Working Group would write to the Development	Development Bureau is liaising with the Civil Engineering and Development Department (CEDD), Architectural Services Department (ArchSD), PlanD, Lands Department and relevant departments to study the implementation of the proposed

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
8 December 2008 7 January 2009	shown on the Draft Quarry Bay Outline Zoning Plan, the Government has already reserved a harbourfront promenade about 10 metres in width along the seafront, but the long-term development plan had yet to be confirmed. The Planning Department would conduct a planning study on the land use connectivity of the lots along Hong Kong Island east, and the Hoi Yu Street harbourfront site would be included in the study. The study was expected to take one to two years to complete. As regards the short-term projects, the Planning Department mentioned that no projects could be implemented until the relevant private land issues had been resolved and the temporary uses of various government departments on the site had reached their expiry dates.	Bureau to request for the implementation of and funding for the project.	temporary waterfront promenade at the site. We have already started discussions with Hong Kong and China Gas Company Ltd and the New Hong Kong Tunnel Company Ltd on making available a passageway outside the Gas Piggery Station and the Eastern Harbour Tunnel Ventilation Building for the temporary promenade. The EDC will be consulted early when further details are available.

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>According to the Civil Engineering and Development Department, the site of the barging point at Hoi Yu Street would be returned to the Lands Department in February 2009.</p> <p>According to the Leisure and Cultural Services Department, the Department did not have any plan to develop the said site. If any departments should be interested in developing the site into a recreational site, the Department would be ready to cooperate, but the relevant District Council must make sure it has enough funding to carry out the project.</p> <p>The Hong Kong East District Lands Office pointed out that as no long-term development plan had been formulated for the vacant government land located within the proposed temporary harbourfront promenade area, the</p>		

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>site was currently put under the Office's management. If any government departments should intend to develop the site into a temporary harbourfront promenade, or any non-profit-making agencies/organizations should wish to rent the site for temporary uses and have solicited support from the relevant Bureaux, the Office would make arrangements for granting the site or renting out the site on short-term agreement. In addition, as the segregation boundary of the Quarry Bay Gas Pigging Station was very close to the seafront, the temporary harbourfront promenade could not be linked up with the Quarry Bay Park.</p>		
<p>Planning, Works and Housing Committee Meeting</p> <p>27 February 2009</p>	<p><b>Draft planning brief for the proposed developments at the ex-North Point Estate site</b></p>	<p>The Working Group unanimously passed the following motion --</p> <p>"The Planning, Works and Housing Committee of the Eastern District</p>	<p>The construction of new performance venues, such as a large theatre, will involve high construction costs and long-term financial commitment. In order to</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
		<p>Council strongly requests the Government to construct a landmark theatre with about 1 000 seats in the seafront area of the former North Point Estate site."</p> <p>The following motion was passed with a vote of 25 in favour, zero against, and one abstention --</p> <p>"In designing new buildings or drafting land sale terms and conditions, the relevant government departments must strive to preserve the old trees on the North Point Estate site, with a view to preserving the trees as the historical witness of Hong Kong's first 'low-cost housing estate'."</p>	<p>ensure proper utilization of resources, the Government will consider various factors in the planning process, including the existing performance venues in the territory and their utilization rates, the overall planning for the concerned districts, the views of the cultural sector, the overall demand of the community and related cultural policies. Performance venues are not district facilities. The performance venues managed by LCSD are available to the general public. Existing venues of a larger scale on Hong Kong Island include the Hong Kong City Hall, Queen Elizabeth Stadium, Sheung Wan Civic Centre, Sai Wan Ho Civic Centre. They can be used for cultural performances. In addition, the Government has planned to develop performance venues of different scales, including conversion of the Yau Ma Tei Theatre and the red brick house</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
			<p>into a XiQu Activity Centre (scheduled to be completed in 2011) with a small theatre (about 300 seats), which could be used for small-scale performance and related activities; construction of a new annex building for Ko Shan Theatre to accommodate a medium-size theatre (about 600 seats), large-scale rehearsal rooms and audio-recording studios (scheduled to be completed in 2012); and construction of a Kwun Tong Cross District Community Cultural Centre (scheduled to be completed in 2016). The Government will also develop 15 arts performance venues at the West Kowloon Cultural District by two phases.</p> <p>Regarding the tree preservation proposal, the draft PB for the ex-North Point Estate site has stipulated that all existing trees on the site shall be preserved as far as</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
			<p>possible and that trees of good quality shall be preserved in-situ as far as possible. The Government will impose the relevant requirements when vetting the planning application and land sale conditions.</p> <p>PlanD will submit the views of the EDC, Government's responses and the revised draft PB to TPB for further consideration.</p>
<p>Planning, Works and Housing Committee Meeting</p> <p>27 February 2009 2 April 2009</p>	<p><b>Hong Kong Island East Harbour-front Study -- Progress report and Stage 1 Public Engagement Programme</b></p>	<p>Committee members generally supported the captioned paper, and considered that the development of a continuous harbourfront promenade was a standing request made by the Eastern District Council for years. It was hoped that the Government could implement the relevant development plan as soon as possible. In addition, a number of members suggested that as the Eastern Harbourfront Promenade involved several pieces of private land, the stakeholders of such land lots</p>	<p>Please refer to the response to the item on "Proposed Construction of a waterfront elevated walkway from Heng Fa Chuen to Shau Kei Wan."</p>

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
		should be invited to participate in the discussions of the public engagement programme, with a view to soliciting views from the different sectors of the community. Several other members requested to conduct consultation exercise in Heng Fa Chuen, so as to collect the views of the housing estate's residents regarding opening up the seafront area of the estate to make way for a harbourfront promenade.	



**Kwun Tong District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
<p>District Council Meeting</p> <p>6 May 2008 4 November 2008</p>	<p><b>Lei Yue Mun Waterfront Enhancement Project</b></p> <p>The Lei Yue Mun Waterfront Enhancement Project proposed by the Tourism Commission in 2005 comprised the following proposed projects --</p> <p>(a) constructing a public landing facility, a breakwater and a waterfront promenade to the east of the Lei Yue Mun Lighthouse;</p> <p>(b) constructing along the Lei Yue Mun waterfront five lookout points with marine-related themes and special features;</p> <p>(c) landscaping the footpaths</p>	<p><b>6 May 2008</b></p> <p>The Chairman concluded that District Council members were supportive of the project and looked forward to its early implementation. It was hoped that with the improvements to the tourist spots in Kwun Tong, the attractiveness of local tourism could be further enhanced, thereby giving a further boost to the tourism industry.</p> <p><b>4 November 2008</b></p> <p>The Chairman concluded that the meeting agreed to have Tourism Commission to expeditiously proceed with the project according to the prevailing project scope. In the meantime, the departments concerned could continue to examine the landmark infrastructure and other</p>	<p>The Tourism Commission (TC) has been actively planning and taking forth this project. The relevant works departments are working on the detailed design, and will arrange for gazettal for the project in accordance with the relevant statutory procedures. TC plans to seek funding approval from the Legislative Council in 2010 and to commence works in end-2010 for completion in 2012.</p> <p>For safety reasons, the new breakwater will not be opened for leisure use by the public. The relevant departments will examine the feasibility of the additional improvement works suggested by Lei Yue Mun residents and Kwun Tong District Council members.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>linking various lookout points;</p> <p>(d) constructing a carp-shaped viewing platform to serve as a landmark of Lei Yue Mun; and</p> <p>(e) erecting information boards at suitable locations along the Lei Yue Mun waterfront.</p>	<p>additional improvement works proposed by residents and District Council members. The meeting also agreed that for safety reasons, the new breakwater should not be opened to the public as open space.</p>	
<p>District Council Meeting</p> <p>6 May 2008</p>	<p><b>Development and beautification of Kwun Tong waterfront promenade</b></p>	<p>District Council members agreed to write to the Development Bureau and the Transport and Housing Bureau to express their unanimous views as follows --</p> <p>"As the implementation of Kai Tak Development has already commenced, the Kwun Tong District Council strongly requests the Government to expedite the development and beautification of the Kwun Tong waterfront promenade. With more than 20 000 signatures from the public</p>	<p>The Government plans to close the Kwun Tong and Cha Kwo Ling Public Cargo Working Areas (PCWA) when the existing Berth Licence Agreements expire in 2011 for the Kai Tak Development project. The Government would encourage the affected operators (including 12 paper recyclers) to voluntarily relocating to the vacant berths in other PCWAs to continue their operations.</p> <p>The Government would closely</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
		asking for the greening of the entire coastal line, the Kwun Tong District Council urges the Government that it should not renew the Berth Licensing Agreements of Kwun Tong and Cha Kwo Ling Public Cargo Working Areas in July 2008 upon their expiry, and that it should expeditiously pick up the planning process and reinstate the Kwun Tong waterfront promenade to provide the 500 000 residents in Kwun Tong with a good leisure spot."	monitor the situation, and to formulate measures, if necessary, to assist the affected operators to relocate to other PCWAs.
District Council Meeting  8 July 2008	<b>Development and beautification of Kwun Tong waterfront promenade</b>  As reflected in the relevant papers of the District Council Secretariat, the Government has repeatedly stressed that the development and beautification of Kwun Tong waterfront promenade was a long-term direction under the Kwun Tong Master Development Plan, yet it	The Chairman urged that it was not suitable for the Marine Department to enter into any agreement with the 12 waste paper recyclers in the short run so as to avoid any unnecessary misunderstanding between the District Council and the departments concerned. He reiterated that The District Council objected to the proposal, and that the views of District Council members stood for the consensus of the Council. It was hoped that government departments	The sites fall within areas zoned "Open space" ("O") on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/2. The "O" zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.  The Government plans to close the Kwun Tong and Cha Kwo Ling

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>only undertook to beautify the 200 meters-odd harbourfront area near Kwun Tong's public cargo working areas in late 2008, and close down two cargo working areas in 2011 at the latest. However, the following requests made by the District Council and local residents remained unaddressed --</p> <p>(a) the Kwun Tong waterfront promenade should extend from the harbourfront of the industrial area adjacent to Kwun Tong town centre and end at Lei Yue Mun waterfront;</p> <p>(b) the Government should not renew the agreements with the operators of Kwun Tong Public Cargo Working Area and Cha Kwo Ling Public Cargo Working Area upon the expiry of their existing</p>	<p>would adopt a people-oriented approach in taking forward their policy agenda. The District Council was expecting good news from the departments concerned so that the local residents' persistent efforts to strive for a beautiful promenade in Kwun Tong over the years could achieve their well-deserved results.</p>	<p>PCWA when the existing Berth Licence Agreements expire in 2011 for the Kai Tak Development project. The Government would encourage the affected operators (including the 12 paper recyclers) to voluntarily relocating to the vacant berths in other PCWAs to continue their operations.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>Berth Licence Agreements, so as to facilitate the closing down of the two working areas on 1 August 2008. In addition, the waste metal recycling plant and other similar facilities near Cha Kwo Ling Public Cargo Working Area should be relocated elsewhere, so that the construction work for the Kwun Tong waterfront promenade could commence expeditiously;</p> <p>(c) the District Council was opposed to the proposal of relocating the 12 waste recyclers to the coastline off Laguna City in 2011; and</p> <p>(d) the District Council was opposed to the provision of any facilities in the Kwun Tong waterfront area that were not compatible with or</p>		

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	favourable to the development of the Kwun Tong waterfront promenade, including the South East Kowloon Material Recovery and Refuse Transfer Station and the barging point, etc.		
District Council Meeting  6 January 2009	<p><b>Development and beautification of Kwun Tong waterfront promenade -- Development plan of the First Section of the Kwun Tong waterfront promenade</b></p> <p>In early August 2008, by re-organizing the berths of the Kwun Tong Public Cargo Working Area, the Government released about 200 metres of the harbourfront area at the southeast end of the working area to allow for the development of the first section of the Kwun Tong waterfront promenade.</p>	The Chairman concluded that the District Council members were supportive of the proposed option and hoped that their views could be taken into account when Phase II of the project was implemented. The paper was endorsed and it was suggested that the project be implemented as soon as possible and progress be reported to the District Facilities Management Committee at regular intervals.	Construction works of the First Section of the Kwun Tong waterfront promenade commenced on 2 March 2009 for completion by end 2009.

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>The development project strived to provide a wide variety of facilities, including levelling and repaving the road surface of the former Kwun Tong Public Cargo Working Area, providing various types of recreational and leisure facilities, as well as green belts.</p> <p>In order to improve the external environment to attract pedestrian flow, other departments would implement matching projects outside the first section of the Kwun Tong waterfront promenade simultaneously.</p> <p>The project was commenced in early 2009 and expected to complete by the end of the year and open to public use.</p>		
<p>District Council Meeting</p> <p>6 January 2009</p>	<p><b>Latest progress on Kai Tak development -- Engineering review and detailed design</b></p>	<p>The following motion was passed --</p> <p>"The Kwun Tong District Council strongly requests for the construction</p>	<p>The Civil Engineering and Development Department is investigating the practicality of the bridge link in accordance with the</p>

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
		<p>of a flyover-cum-footbridge linking the far end of Kai Tak runway and Kwun Tong District within the project scope of Kai Tak Development so as to optimize development at Kai Tak and connect peripheral areas of Kwun Tong more effectively."</p> <p>The motion was passed with 29 votes in favour, zero against, and one abstention.</p>	<p>Protection of the Harbour Ordinance (Cap 531). Parallel action is also being undertaken to investigate alternative routes of a proposed monorail for connection to the Kwun Tong waterfront without the need of the bridge link.</p>



**Kowloon City District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
<p>District Council Meeting</p> <p>27 March 2008</p>	<p><b>Approved Hung Hom Outline Zoning Plan</b></p> <p>According to the Planning Department, the idea of providing a harbourfront promenade had already been formed when the Administration was formulating the Metroplan Selected Strategy. At present, apart from the harbourfront promenade along Tsim Sha Tsui East, harbourfront promenades have also been planned for the Kai Tak Development area and the cargo handling areas in the vicinity of Kwun Tong Ferry Pier. However, as the entire road section between Tsim Sha Tsui East and Kwun Tong comprises quite a number of private land lots, and there are still certain</p>	<p>A District Council member pointed out that the residents of the district have been striving for a harbourfront promenade for years, but so far nothing concrete has been done. In concluding the discussion, the District Council Chairman remarked that he would urge the department concerned to expedite the development of the harbourfront promenade, with a view to completing part of the promenade linking Hung Hom harbourfront and Kai Tak by the time the Kai Tak Cruise Terminal was opened.</p>	<p>The Leisure and Cultural Services Department (LCSD) proposes to develop the southern extension of the Hoi Sum Park at To Kwa Wan waterfront for open space use. At the design stage of the open space, the Planning Department (PlanD) has advised that waterfront promenade is one of the elements to be included. The proposal is being considered by LCSD.</p> <p>The Development Bureau is exploring with relevant departments proactively the implementation of temporary greening works along the Hung Hom waterfront. This is to provide temporary waterfront promenade for public enjoyment prior to the construction of a permanent waterfront promenade.</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>economic activities going on along the harbourfront, The Government needs to negotiate a solution with the relevant land owners and industries. The Department will relay to the relevant departments the District Council members' request for accelerating the construction work of the harbourfront promenade, with a view to implementing expeditiously the harbourfront promenade concept.</p>		
<p>Leisure and District Facilities Management Committee Meeting</p> <p>6 November 2008</p>	<p><b>Strive for the construction of a seaside promenade connecting King Wan Street Park and Kowloon City Ferry Pier</b></p> <p>The Committee suggested part of the site of the To Kwa Wan Vehicle Examination Centre and the former vehicular ferry pier should be allocated for the development of a harbourfront promenade.</p>	<p>The Committee Chairman considered that, at the present stage, the Leisure and Cultural Services Department could study the feasibility of developing the To Kwa Wan Vehicle Examination Centre and the temporary carpark into a harbourfront promenade, so that work could be commenced immediately to accelerate the development pace after the site was returned by the Transport Department and allocated to the Leisure and</p>	<p>The site falls within part of "Open Space" ("O") zone on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/2. The "O" zone is intended for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.</p> <p>On 2.4.2009, the Leisure and</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>According to the Planning Department, the Chief Executive in Council approved the Kai Tak Outline Zoning Plan in November 2007 and zoned the relevant site as "Open Space".</p> <p>According to the Transport Department, the To Kwa Wan Vehicle Examination Centre mainly provides vehicle examination services for buses, taxis, parallel imported private cars and motorcycles, call service vehicles, etc. The Transport Department supplemented that the temporary carpark next to the To Kwa Wan Vehicle Examination Centre provided parking spaces for vehicles waiting for examination services. If the temporary carpark was redeveloped into a harbourfront promenade, the vehicles waiting for examination services would</p>	<p>Cultural Services Department by the Lands Department.</p> <p>The Committee Chairman suggested the formation of a working group to follow up the King Wan Street -- Kowloon City Ferry Pier Promenade project and coordinate the efforts of the departments concerned.</p>	<p>District Facilities Management Committee of Kowloon City District Council suggested implementing the District Minor Works Project for construction of a waterfront promenade at King Wan Street. The scope of project involves repaving the road surface, installation of arbors and benches. District Officer (Kowloon City) sought comments from relevant government departments for the concerned projects on 14.5.2009.</p> <p>Transport Department (TD) expressed that the vehicle examination waiting area boundary along the seafront could be moved inward for 4.3 meters, such that King Wan Street and the former vehicular ferry pier could be connected by the proposed waterfront promenade. In the long run, relocation of the Tokwawan Vehicle Examination Centre requires a suitable land and</p>

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
	have to park along the streets near the examination centre like Long Yuet Street and Kwei Chow Street, and might give rise to traffic congestion, noise and air pollution problems.		financial allocation for the construction of a new vehicle examination centre, and the consultation with the District Council of the new site etc. PlanD and TD are actively searching a suitable site for the construction of the new centre.

**Yau Tsim Mong District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
<p>District Council Meeting</p> <p>26 February 2009</p>	<p><b>Strongly urges the Government to make plans for a harbourfront promenade and implement the plans accordingly</b></p> <p>According to the Development Bureau, the Government is determined to develop harbourfront promenades, and the Bureau will be responsible for coordinating the relevant efforts. As far as Yau Tsim Mong district is concerned, the completed harbourfront promenades include the Avenue of Stars, and the temporary West Kowloon Cultural District Waterfront Promenade. Permanent waterfront promenade facilities have also been planned for the future West Kowloon Cultural</p>	<p>Motion passed --</p> <p>"Yau Tsim Mong District Council requests the Government to actively study the feasibility of relocating Yaumatei Public Cargo Working Area and set a timeframe to develop West Kowloon Waterfront Promenade without delay so that the public can fully enjoy optimized promenade facilities and the view of the Victoria Harbour."</p>	<p>Regarding the development and planning of West Kowloon Waterfront Promenade, according to the approved South West Kowloon Outline Zoning Plan No. S/K20/22, a waterfront promenade of no less than 20 metres in width shall be provided in the West Kowloon Cultural District (WKCD). The promenade will be constructed by the WKCD Authority. According to the timetable published, the first phase of the facilities of the WKCD is to be completed in 2015. The WKCD development is currently in its early planning stage. The WKCD Authority will engage the public regarding the design concepts in the future.</p> <p>In addition, the Tai Kok Tsui</p>

District Council/its Committees and relevant meeting dates	Discussion Items	Discussion Results	Response/Updated information from the Administration
	<p>District. As regards the Yau Ma Tei Cargo Handling Area, if permanent relocation plan could not be implemented at the moment, the Development Bureau would consider employing other temporary or short-term measures to beautify the harbourfront and enhance the accessibility of the harbourfront.</p> <p>The Marine Department points out that the Yau Ma Tei Cargo Handling Area is an important harbour facility. As the busiest cargo handling area in Hong Kong, the facility is an important part of the local logistics services chain, offering logistics services operators a less expensive choice of harbour facility and providing some 2 800 employment opportunities. In view of the industry's keen demand for the facility, the Marine Department does not have any plans to</p>		<p>promenade has largely been completed and opened for public enjoyment. The remaining section will be completed by a private developer in 2012. The waterfront area south to One SilverSea (located at the Southern end of the Tai Kok Tsui Promenade, i.e. the ex-Tai Kok Tsui Bus Terminus) has been planned as open space. It will be developed by Leisure and Cultural Services Department (LCSD) into a waterfront open space. The project is anticipated to commence in 2011 and complete by 2013.</p> <p>As regards the issue of relocating the New Yau Ma Tei Public Cargo Working Area (PCWA), the PCWA is the busiest among the eight PCWAs in Hong Kong and that demand for the PCWA remains robust. Therefore, the Government has no plan to close or reprovide the PCWA at present. The</p>

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
	relocate the handling area at the moment.		Development Bureau will liaise with the relevant bureau and Marine Department to explore the feasibility of closing or relocating the New Yau Ma Tei PCWA when the reprovision/relocation issue of this PCWA has been properly resolved.

**Tsuen Wan District Council**  
**Summary of discussion on the district's harbourfront enhancement related issues**

<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
District Council Meeting  22 January 2009	<p><b>Cycle track between Tsuen Wan and Tuen Mun and the related motion -- The construction of cycle track between Tsuen Wan and Tuen Mun to be commenced as early as possible</b></p> <p>The Civil Engineering and Development Department has commissioned Ove Arup &amp; Partners to conduct site investigation in September 2008, and will amend and improve the proposed alignments of the cycle track according to the opinions collected during the first stage consultation, with a view to carrying out a more detailed technical assessment and choosing the better option. The second stage public consultation</p>	<p>The District Council unanimously passed the following motion --</p> <p>"The construction of cycle track should be commenced as early as possible, with a view to boosting economic development and speeding up community building of Tsuen Wan and Tuen Mun."</p>	<p>Taking into account the public views received in Stage 1 Public Consultation, the Civil Engineering and Development Department (CEDD) has refined the initial cycle track alignment options. Based on a more detailed technical assessment, CEDD has recommended a preferred alignment option and is conducting Stage 2 Public Consultation to finalize the preferred alignment option for the cycle track.</p>



<b>District Council/its Committees and relevant meeting dates</b>	<b>Discussion Items</b>	<b>Discussion Results</b>	<b>Response/Updated information from the Administration</b>
	is expected to be held in Tsuen Wan in May. The phased construction works will be started in 2011 at the earliest and the easier parts will be conducted first. The first phase of the cycle track will be completed in 2013 at the earliest.		

## Harbourfront Open Space and Associated Leisure and Recreational Facilities Managed by LCSD

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
1	Eastern	Aldrich Bay Promenade	17 200	<ul style="list-style-type: none"> <li>– 1 Children’s Playground</li> <li>– 2 Basketball Courts</li> <li>– 1 Fitness Station</li> <li>– 1 Pebble Walking Trail</li> <li>– 1 Tai Chi Area</li> <li>– Toilets</li> </ul>	
2	Eastern	Sai Wan Ho Harbour Park	2 320	<ul style="list-style-type: none"> <li>– 1 Fitness Station</li> <li>– 1 Pebble Walking Trail</li> </ul>	
3	Eastern	Quarry Bay Park	12 490	<ul style="list-style-type: none"> <li>– 8 Tennis Courts</li> <li>– 2 Artificial Turf Soccer Pitches</li> <li>– 4 Basketball Courts</li> <li>– 1 Jogging Track and Cycling Track</li> <li>– 1 Walking Tile</li> <li>– 3 Fitness Stations</li> <li>– 2 Elderly Fitness Stations</li> <li>– 4 Children’s Playgrounds</li> </ul>	
4	Eastern	Fireboat Alexander Grantham Exhibition Gallery	1 225	<ul style="list-style-type: none"> <li>– 1 Semi-open Exhibition Gallery</li> <li>– Display of the Fireboat Alexander Grantham</li> </ul>	This exhibition gallery located in the Quarry Bay Park.
5	Eastern	Tong Shui Road Garden	2 559	<ul style="list-style-type: none"> <li>– 1 Children’s Playground</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				<ul style="list-style-type: none"> <li>– 1 Pebble Walking Trail</li> <li>– 1 Elderly Fitness Station</li> <li>– 4 Rain Shelters</li> <li>– Sitting benches</li> </ul>	
6	Eastern	Man Hong Street Playground	1 023	<ul style="list-style-type: none"> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
7	Eastern	North Point Ferry Concourse Promenade	1 200	<ul style="list-style-type: none"> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
8	Eastern	North Point Promenade	1 190	<ul style="list-style-type: none"> <li>– 2 Pebble Walking Trails</li> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
9	Eastern	Provident Garden	5 200	<ul style="list-style-type: none"> <li>– 1 Children's Playground</li> <li>– Arbours</li> <li>– Sitting Benches</li> <li>– 3 Walking Tiles</li> </ul>	
10	Eastern	Whitfield Road Rest Garden	500	<ul style="list-style-type: none"> <li>– Pergolas</li> <li>– Sitting Benches</li> </ul>	
11	Wan Chai	Wan Chai Temporary Promenade	4 662	<ul style="list-style-type: none"> <li>– 11 Rain Shelters</li> <li>– Sitting Benches</li> </ul>	Temporary site
12	Wan Chai	Wan Chai Waterfront Promenade	12 000	<ul style="list-style-type: none"> <li>– Lawn Areas</li> <li>– Mobile Toilets</li> </ul>	Temporary site Not LCSD venue
13	Wan Chai	Wan Chai Sports Ground	27 060	<ul style="list-style-type: none"> <li>– A 400m 8-Lane Athletic Track with All-weather Surface</li> <li>– A 70m 4-Lane Warm-up Tracks</li> <li>– A 220m 2-Lane Warm-up Track</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				with One end Connected to the 70m 4-Lane Warm-up Track – Shot Put, Discus, Javelin and Hammer Throw Rinks – Areas for Long Jump, Triple Jump, High Jump and Pole Vault – 2 Refreshment Kiosks – Spectator Stand with 3000 Seats and 69 VIP Seats – 1 Record Keeping Room – 1 First Aid Room – 1 Fitness Room – 1 Weight Lifting Room	
14	Wan Chai	Wan Chai Swimming Pool	4 600	– 1 Main Pool – 1 Fitness Room – 1 Spectator Stand – 1 First Aid Room – Changing Rooms – 53 Parking Spaces	
15	Wan Chai	Harbour Road Sports Centre	7 840	– 1 Arena – 7 Squash Courts – 2 Dance Rooms – 1 Table Tennis Room – 1 Spectator Stand – Toilets and Changing Rooms	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				– 1 Conference Room	
16	Central & Western	Hong Kong City Hall	<p><b><u>Indoor</u></b> 16 319 (total floor areas)</p> <p><b><u>Outdoor</u></b> 5 966</p>	<p><b><u>Indoor</u></b> <i><b>Low Block</b></i></p> <ul style="list-style-type: none"> <li>– 1 Concert Hall</li> <li>– 1 Theatre</li> <li>– 1 Exhibition Hall</li> <li>– 1 Box Office</li> <li>– 1 Enquiry Counter</li> <li>– 1 Foyer Bar</li> <li>– 1 Western Restaurant</li> <li>– 1 Chinese Restaurant</li> <li>– 1 Art Shop</li> </ul> <p><i><b>High Block</b></i></p> <ul style="list-style-type: none"> <li>– 1 Lending Library</li> <li>– 1 Basic Law Library</li> <li>– 1 Computer Centre</li> <li>– 1 Extension Activities Room</li> <li>– 1 Reference Library</li> <li>– 1 Exhibition Gallery</li> <li>– 2 Committee Rooms</li> <li>– 1 Recital Hall</li> <li>– 1 Fast food Kiosk</li> <li>– 1 Marriage Registry</li> <li>– 1 Cloakroom</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				<b><u>Outdoor</u></b> <ul style="list-style-type: none"> <li>– Covered Walkway</li> <li>– Elevated Walkway</li> <li>– Memorial Garden</li> </ul>	
17	Central & Western	Central Pier Waterfront	10 670	– Sitings Benches	
18	Central & Western	Sun Yat Sen Memorial Park	2 000	<ul style="list-style-type: none"> <li>– Pavilion</li> <li>– Sitting Benches</li> </ul>	– Temporary site Sun Yat Sen Memorial Park and Swimming Pool Complex under construction
19	Central & Western	Western Park Sports Centre	5 893	<ul style="list-style-type: none"> <li>– 1 Arena</li> <li>– 1 Fitness Room</li> <li>– 1 Dance Room</li> <li>– 4 Squash Courts</li> <li>– 1 Children's Playroom</li> </ul>	
20	Central & Western	Belcher Bay Park	16 800	<ul style="list-style-type: none"> <li>– 1 Children's Playground</li> <li>– 1 Jogging Trail</li> <li>– 1 Amphitheatre with Spectator Stand</li> <li>– 1 Central Lawn</li> <li>1 Pebble Walking Trail</li> </ul>	
21	Central & Western	Kennedy Town Temporary Recreation Ground	6 200	– 2 Hard-Surface Mini-soccer Pitches	Temporary site

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				<ul style="list-style-type: none"> <li>– 1 Basketball Court</li> <li>– Mobile Toilets and 2 Changing Rooms</li> </ul>	
22	Kwun Tong	Lei Yue Mun Typhoon Shelter Breakwater Sitting-out Area	2 013	<ul style="list-style-type: none"> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
23	Kwun Tong	Lei Yue Mun Waterfront Sitting-out Area	5 200	<ul style="list-style-type: none"> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
24	Kwun Tong	Lei Yue Mun Rest Garden	1 374	<ul style="list-style-type: none"> <li>– 1 Children's Playground</li> <li>– 6 Chess Tables</li> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
25	Kwun Tong	Lei Yue Mun Sports Centre	5 793	<ul style="list-style-type: none"> <li>– 1 Main Arena</li> <li>– 1 Fitness Room</li> <li>– 1 Sanshou Training Hall</li> <li>– 2 Activity Rooms</li> <li>– 1 Climbing Activity Room</li> <li>– 1 Table-tennis Room</li> <li>– 2 Squash Courts</li> <li>– 2 American Pool Tables</li> <li>– 1 Children's Playroom</li> </ul>	
26	Kwun Tong	Hoi Bun Road Sitting-out Area	645	<ul style="list-style-type: none"> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
27	Kowloon City	Hoi Sham Park	19 200	<ul style="list-style-type: none"> <li>– 1 Children's Playground</li> <li>– 1 Elderly Fitness Station</li> <li>– 2 Hard Surface Mini-soccer</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				Pitch – 1 Basketball Court – 1 Light Refreshment Kiosk – 1 Mini-stage	
28	Kowloon City	Tai Wan Shan Swimming Pool	14 300	– 1 Main Pool – 1 Secondary Pool – 1 Diving Pool – 3 Teaching Pools – 3 Fun Pools – Spectator Stand	
29	Kowloon City	Tai Wan Shan Park Promenade	1 759.3	– Arbours – 9 Sitting Benches	
30	Yau Tsim Mong	Tsim Sha Tsui Promenade (including Avenue of Stars)	16 100	– 1 Water Fountain – 1 General Restaurant – 1 Light Refreshment Kiosk – 2 Mobile Carts at Avenue of Stars for selling of snacks & drinks – Arbours – Sitting Benches	Avenue of Stars managed by Avenue of Stars Management Ltd. on behalf of LCSD
31	Yau Tsim Mong	Hong Kong Space Museum	8 104	– 2 Exhibition Galleries 1 Space Theatre 1 Lecture Hall 1 Gift Shop 1 Enquiry Counter 1 Box Office	



Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
32	Yau Tsim Mong	Hong Kong Museum of Art	17 530	<ul style="list-style-type: none"> <li>– 7 Exhibition Galleries</li> <li>– 1 Lecture Hall</li> <li>– 1 Bookshop</li> <li>– 1 Café</li> <li>– 1 Enquiry Counter</li> <li>– 1 Box Office</li> </ul>	
33	Yau Tsim Mong	Hong Kong Cultural Centre	<p><b><u>Indoor</u></b> 82 231</p> <p><b><u>Outdoor</u></b> 37 200</p>	<p><b><u>Indoor</u></b></p> <ul style="list-style-type: none"> <li>– 1 Grand Theatre</li> <li>– 1 Concert Hall</li> <li>– 1 Studio Theatre</li> <li>– 1 Exhibition Gallery</li> <li>– 4 Foyer Exhibition Areas</li> <li>– 5 Rehearsal Rooms</li> <li>– 6 Practice Rooms</li> <li>– 2 Function Rooms</li> <li>– 1 Box Office</li> <li>– 1 Enquiry Counter</li> <li>– 1 Performing Arts Shop</li> <li>1 Chinese Restaurant</li> <li>1 Western Restaurant</li> <li>1 Coffee Shop</li> <li>1 Foyer Café</li> </ul> <p><b><u>Outdoor 室外</u></b></p> <ul style="list-style-type: none"> <li>– 1 Piazza including 4 hiring areas</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				1 Garden 1 HKCC Arts Fair including 26 photo stalls, 16 live services (printing / calligraphy) stalls and 45 handicraft stalls	
34	Yau Tsim Mong	West Kowloon Waterfront Promenade	36 000	<ul style="list-style-type: none"> <li>– 3 Children's Playgrounds</li> <li>– 1 Bicycle Kiosk</li> <li>– 1 Cycling Ground</li> <li>– 1 Cycling Track</li> <li>– Toilets</li> <li>– 12 Rain Shelters</li> <li>– Sitting Benches</li> </ul>	
35	Tsuen Wan	Tsuen Wan Riviera Park	42 600	<ul style="list-style-type: none"> <li>– 1 Soccer Pitch</li> <li>– 1 Gateball Court</li> <li>– 4 Tennis Courts</li> <li>– 1 Basketball cum Volleyball Court</li> <li>– 1 Basketball Practice Court</li> <li>– 1 Children's Playground</li> <li>– 7 Fitness Stations</li> <li>– 4 Elderly Fitness Stations</li> <li>– 1 Pebble Walking Trail</li> <li>– 1 Walking Tile</li> </ul>	
36	Tsuen Wan	Tsuen Wan Park Phase II	27 300	<ul style="list-style-type: none"> <li>– 1 Children's Playground</li> <li>– 2 Fitness Stations</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				<ul style="list-style-type: none"> <li>– 9 Elderly Fitness Stations</li> <li>– 1 Jogging Trail</li> <li>– 1 Piazza</li> <li>– 1 Pebble Walking Trail</li> </ul>	
37	Tsuen Wan	Approach Beach	59 170	<ul style="list-style-type: none"> <li>– Toilets &amp; Changing Rooms</li> <li>– Shower Facilities</li> <li>– 28 Bathing Sheds</li> <li>– 2 Barbecue Pits</li> </ul>	Beach not open for swimming due to poor water quality
38	Tsuen Wan	Ting Kau Village Playground	800	<ul style="list-style-type: none"> <li>– Children's Play Equipment</li> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	
39	Tsuen Wan	Ting Kau Beach	21 750	<ul style="list-style-type: none"> <li>– Arbours</li> <li>– Sitting Benches</li> </ul>	Beach not open for swimming due to poor water quality
40	Kwai Tsing	Cheung Fai Road Promenade	4 430	<ul style="list-style-type: none"> <li>– 4 Pavilions</li> <li>– Sitting Benches</li> </ul>	
41	Kwai Tsing	Tsing Yi Sports Ground	24 900	<ul style="list-style-type: none"> <li>– 400m 8 lane Synthetic Surface Running Tracks</li> <li>– 1 Full-size Natural Grass Pitch</li> <li>– 1 Covered Spectator Stand</li> <li>– Changing Rooms and Toilets</li> <li>– Fee-paying Car Park</li> </ul>	
42	Kwai Tsing	Tsing Yi Swimming Pool	18 000	<ul style="list-style-type: none"> <li>– 1 Main Pool</li> <li>– 1 Teaching Pool</li> </ul>	

Item	District	Venue	Area (M <sup>2</sup> )	Main Facilities	Remarks
				<ul style="list-style-type: none"> <li>– 1 Toddlers' Pool</li> <li>– 1 Leisure Pool</li> <li>– 1 Slide Pool</li> <li>– 1 Covered Spectator Stand</li> <li>– Shower &amp; Changing Rooms</li> <li>– Toilets</li> <li>– Fee-paying Car Park</li> <li>– 1 General Restaurant</li> </ul>	
43	Kwai Tsing	Tsing Yi Promenade	66 000	<ul style="list-style-type: none"> <li>– 2 Jogging Tracks</li> <li>– 1 Pebble Walking Trail</li> <li>– 6 Elderly Fitness Stations</li> <li>– 1 Piazza</li> <li>– 9 Fitness Stations</li> <li>– 2 Children's Playgrounds</li> </ul>	

**Leisure and Cultural Services Department**  
**June 2009**

**Harbourfront Open Space/Sitting Out Areas and  
Associated Leisure and Recreational Facilities Managed by  
District Offices (DOs) and District Councils (DCs)**

The following harbourfront open space/sitting-out areas and associated facilities are managed by DOs/DCs<sup>1</sup> –

(a) Central and Western District:

- One harbourfront open space near a temporary bus terminus at Shing Sai Road and two sitting out areas at Western Fire Services Street and Man Kwong Street respectively are managed by the Central and Western DO/DC.

(b) Kowloon City District:

- Two sitting out areas are managed by the Kowloon City DO, including the “sitting-out area at seafront of Ma Tau Kok Road near Hing Yan Street” and “sitting out area at seafront of King Wan Street”.

(c) Kwun Tong District:

- A beautification project to complement Kwun Tong Waterfront Promenade (First Section) is being constructed, which involves demolition of a wall of 200 meters in length which blocks the harbour view and beautification of a vacant government land adjacent to the Kwun Tong Waterfront Promenade (First Section). The project is expected to be completed by end-2009. Arrangement on managing the facilities is under discussion by relevant departments.

(d) Tsuen Wan District:

- A few rainshelters and benches along the Tsuen Wan promenade were constructed and are maintained by Tsuen Wan DO.

**Home Affairs Department  
June 2009**

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<sup>1</sup> As regards other districts along the harbourfront, namely Wan Chai, Eastern, Yau Tsim Mong, Tsuen Wan and Kwai Tsing, they have no harbourfront open space/sitting out areas or associated facilities managed by DOs/DCs.

**Examples of Open Space required under lease for the use  
by the public in private developments within the Harbourfront Areas**

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- 1. Total no. of private developments within the Harbourfront Areas with public open spaces : 6**
  - (a) comprising a total area of : 38,469 m<sup>2</sup> (about)
  - (b) of which the land status of open space :
    - Private lot 3
    - Government land 1
    - partly on private lot and partly on Government land 2
- 2. Details of the above public open spaces are at Appendix. Such open spaces are being maintained by the land owners.**
- 3. According to the respective land lease, owners of the private development shall at their own expense provide and maintain the open space for public use.**

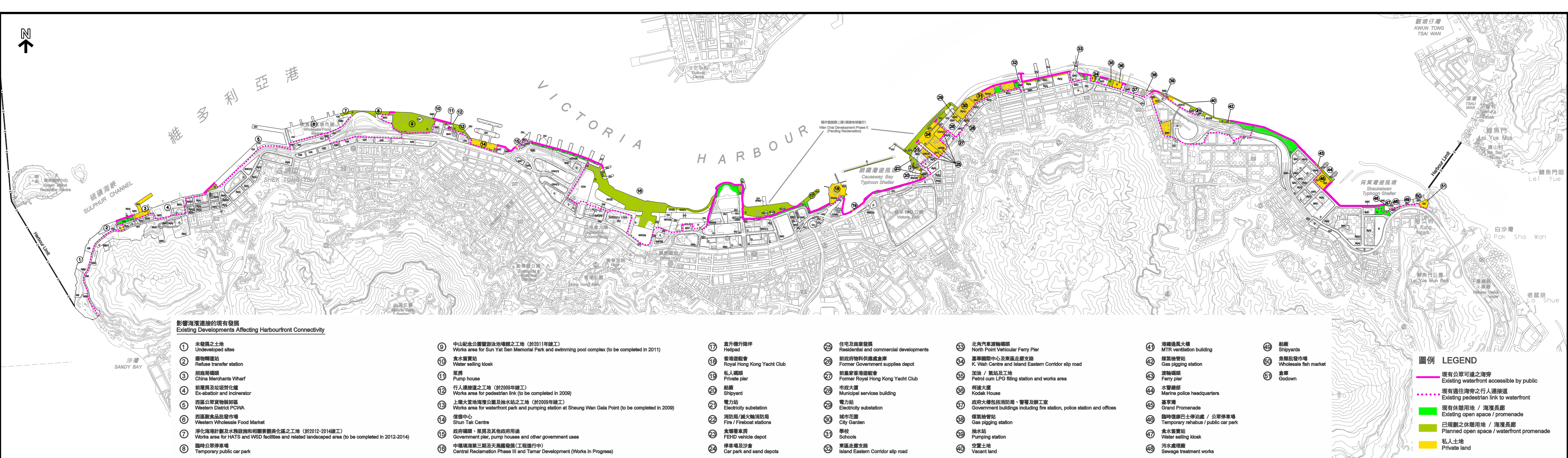
**Lands Department  
June 2009**

**Open Space required under lease for the use by the public  
in private developments within the Harbourfront Areas**

<b>Central &amp; Western</b>	
Hong Kong Station Development Harbour View Street, Central	<p><u>Open Space - 1</u></p> <ul style="list-style-type: none"> <li>• It is within private lot.</li> <li>• Its size is about 9,600 m<sup>2</sup>.</li> <li>• It is at Podium Levels 3 and 4.</li> <li>• It is open to the public at all times.</li> </ul> <p><u>Open Space - 2</u></p> <ul style="list-style-type: none"> <li>• It is on government land.</li> <li>• Its size is about 3,400 m<sup>2</sup>.</li> <li>• It is at Podium Level 1.</li> <li>• It is open to the public at all times.</li> </ul>
La Maison Du Nord 12 North Street	<ul style="list-style-type: none"> <li>• It is partly within private lot and partly on government land.</li> <li>• Its size is about 359 m<sup>2</sup>.</li> <li>• It is at ground level and is accessible from North Street.</li> <li>• It is open to the public at all times.</li> </ul>
<b>Eastern</b>	
Grand Promenade 38 Tai Hong Street, Sai Wan Ho	<ul style="list-style-type: none"> <li>• It is on government land.</li> <li>• Its size is about 1,010 m<sup>2</sup>.</li> <li>• It is at ground level and next to Shau Kei Wan Typhoon Shelter accessible from Tai On Street.</li> <li>• It is open to the public at all times.</li> </ul>
City Garden 233 Electric Road	<ul style="list-style-type: none"> <li>• It is within private lot.</li> <li>• Its size is about 5,420 m<sup>2</sup>.</li> <li>• It is at ground level and is accessible from City Garden Road.</li> <li>• It is open to the public from 07:00 a.m. to 11:00 p.m. daily.</li> </ul>
<b>Kowloon City</b>	
Laguna Verde 8 Laguna Verde Avenue	<ul style="list-style-type: none"> <li>• It is within private lot.</li> <li>• Its size is about 13,000 m<sup>2</sup>.</li> <li>• It is at ground level and is accessible from Dyer Avenue, Laguna Verde Avenue and Tai Wan Road East.</li> <li>• It is open to the public at all times.</li> </ul>

<b>Tsuen Wan</b>	
Belvedere Garden Phases II & III 620 & 625 Castle Peak Road - Tsuen Wan	<ul style="list-style-type: none"><li>• It is within private lot.</li><li>• Its size is about 5,680 m<sup>2</sup>.</li><li>• It is at ground level and is accessible from Castle Peak Road.</li><li>• It is open to the public at all times.</li></ul>





影響海濱連接的現有發展  
Existing Developments Affecting Harbourfront Connectivity

- ① 未發展之土地  
Undeveloped sites
- ② 廢物轉運站  
Refuse transfer station
- ③ 招商局碼頭  
China Merchants Wharf
- ④ 前屠房及垃圾焚化爐  
Ex-abattoir and incinerator
- ⑤ 西區公眾貨物裝卸區  
Western District PCWA
- ⑥ 西區副食品批發市場  
Western Wholesale Food Market
- ⑦ 淨化海港計劃及水務設施和相關景觀美化區之工地 (於2012-2014竣工)  
Works area for HATS and WSD facilities and related landscaped area (to be completed in 2012-2014)
- ⑧ 臨時公眾停車場  
Temporary public car park

- ⑨ 中山紀念公園暨游泳池場館之工地 (於2011年竣工)  
Works area for Sun Yat Sen Memorial Park and swimming pool complex (to be completed in 2011)
- ⑩ 食水售賣站  
Water selling kiosk
- ⑪ 泵房  
Pump house
- ⑫ 行人連接道之工地 (於2009年竣工)  
Works area for pedestrian link (to be completed in 2009)
- ⑬ 上環大草地海濱公園及抽水站之工地 (於2009年竣工)  
Works area for waterfront park and pumping station at Sheung Wan Gala Point (to be completed in 2009)
- ⑭ 信德中心  
Shun Tak Centre
- ⑮ 政府碼頭、泵房及其他政府用途  
Government pier, pump houses and other government uses
- ⑯ 中環填海第三期及天馬廬發展 (工程進行中)  
Central Reclamation Phase III and Tamar Development (Works in Progress)

- ⑰ 直升機升降坪  
Helipad
- ⑱ 香港遊艇會  
Royal Hong Kong Yacht Club
- ⑲ 私人碼頭  
Private pier
- ⑳ 船廠  
Shipyards
- ㉑ 電力站  
Electricity substation
- ㉒ 消防局/滅火輪消防局  
Fire / Fireboat stations
- ㉓ 食環署車房  
FEHD vehicle depot
- ㉔ 停車場及沙倉  
Car park and sand depots

- ㉕ 住宅及商業發展  
Residential and commercial developments
- ㉖ 前政府物料供應處倉庫  
Former Government supplies depot
- ㉗ 前皇家香港遊艇會  
Former Royal Hong Kong Yacht Club
- ㉘ 市政大廈  
Municipal services building
- ㉙ 電力站  
Electricity substation
- ㉚ 城市花園  
City Garden
- ㉛ 學校  
Schools
- ㉜ 東區走廊支路  
Island Eastern Corridor slip road

- ㉝ 北角汽車渡輪碼頭  
North Point Vehicular Ferry Pier
- ㉞ 嘉華國際中心及東區走廊支路  
K. Wah Centre and Island Eastern Corridor slip road
- ㉟ 加油 / 氣站及工地  
Petrol cum LPG filling station and works area
- ㊱ 柯達大廈  
Kodak House
- ㊲ 政府大樓包括消防局、警署及辦公室  
Government buildings including fire station, police station and offices
- ㊳ 煤氣檢管站  
Gas pigging station
- ㊴ 抽水站  
Pumping station
- ㊵ 空置土地  
Vacant land

- ㊶ 港鐵通風大樓  
MTR ventilation building
- ㊷ 煤氣檢管站  
Gas pigging station
- ㊸ 渡輪碼頭  
Ferry pier
- ㊹ 水警總部  
Marine police headquarters
- ㊺ 嘉寧灣  
Grand Promenade
- ㊻ 臨時復康巴士停泊處 / 公眾停車場  
Temporary rehabs / public car park
- ㊼ 食水售賣站  
Water selling kiosk
- ㊽ 污水處理廠  
Sewage treatment works

- ㊾ 船廠  
Shipyards
- ㊿ 魚類批發市場  
Wholesale fish market
- ㋀ 倉庫  
Godown

- 圖例 LEGEND
- 現有公眾可達之海旁  
Existing waterfront accessible by public
  - 現有通往海旁之行人連接道  
Existing pedestrian link to waterfront
  - 現有休憩用地 / 海濱長廊  
Existing open space / promenade
  - 已規劃之休憩用地 / 海濱長廊  
Planned open space / waterfront promenade
  - 私人土地  
Private land

港島海旁沿岸行人通道的現況  
Existing Situation of Pedestrian Access along Harbourfront Areas on the Hong Kong Island

SCALE 1:50,000