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Panel on Development

Report of the Subcommittee on Harbourfront Planning

Purpose

This paper reports on the deliberations of the Subcommittee on Harbourfront Planning ("the Subcommittee").

Background

2. Victoria Harbour has been instrumental in the development of Hong Kong as an entreport and a trading centre. It is also a unique natural asset of Hong Kong with extraordinary historical and economic significance. In recent years, there has been growing concern for the protection of the harbour and enhancement of the harbourfront to make it more accessible and attractive for public enjoyment.

3. Over the years, the Panel on Development ("the Panel") and its precedent, the Panel on Planning, Lands and Works¹, has all along been monitoring issues relating to the planning and development of the harbourfront, as well as associated projects. In response to public concern about the Central Reclamation Phase III project and development of the Tamar site, the Panel established the Subcommittee to Review the Planning for the Central Waterfront (including the Tamar Site) ("the Review Subcommittee") in January 2006 to review the planning for the Central harbourfront. The Review Subcommittee met with deputations and held discussions with the Administration on subjects including the Tamar development project, Urban Design Study for the New Central Harbourfront ("the UDS"), and design and alignment of Road P2. The

¹ The Panel on Planning, Lands and Works was renamed as the Panel on Development with effect from the 2007-2008 session.

Review Subcommittee reported its deliberations to the Panel in early 2008. The work of the Review Subcommittee has contributed to adoption of a more comprehensive approach in the planning of the new Central harbourfront and improvement in the design of road system in the area.

4. Harbourfront enhancement was one of the policy initiatives highlighted in the 2008-2009 Policy Address. At the briefing by the Secretary for Development to the Panel on 22 October 2008, members noted that the Administration would commit additional resources to strengthen the policy on harbourfront planning and implementation of harbourfront enhancement initiatives. Specifically, the Administration would --

- (a) set up a dedicated team in the Planning and Lands Branch of the Development Bureau to handle harbourfront-related planning and land issues;
- (b) open up as much unoccupied Government land as possible (including, where appropriate, sites now under short term tenancies) for the development of continuous promenades along the harbourfront;
- (c) identify practical temporary quick-win projects for public enjoyment of the harbourfront as early as possible;
- (d) co-ordinate inter-departmental efforts on harbourfront planning; and
- (e) strengthen engagement of District Councils, the Harbour-front Enhancement Committee ("HEC") and the public in identifying and implementing both long-term and short-term harbourfront enhancement projects.

5. In view of the above initiatives of the Administration to enhance the harbourfront, some members suggested at the Panel meeting on 28 October 2008 that a subcommittee should be set up to follow up issues on land use and planning for the harbourfront. At the Panel meeting on 25 November 2008, members agreed to the formation of the Subcommittee under the Panel to monitor the Administration's work in harbourfront planning and to study planning, land use and related issues in respect of the harbourfront areas on both sides of Victoria Harbour.

The Subcommittee

6. The Subcommittee comprises 17 members, with Prof Hon Patrick LAU Sau-shing as the Chairman. The terms of reference and the membership list of the Subcommittee are given in **Appendices I and II** respectively. The boundary of Victoria Harbour is shown in **Appendix III**.

7. The major areas of the Subcommittee's study include the following --

- (a) short-term, medium-term and long-term initiatives to enhance the environment and accessibility of harbourfront areas for public enjoyment;
- (b) development of continuous promenades along the harbourfront;
- (c) planning control in respect of development projects at harbourfront sites; and
- (d) institutional arrangements for the planning and management of harbourfront areas.

The Panel agreed that the scope of study of the Subcommittee would not cover the planning of harbourfront areas in the West Kowloon Cultural District and the Kai Tak Development as there was separate overall planning for these two districts.

8. During the three sessions from 2008-2009 to 2010-2011, the Subcommittee held nine meetings with the Administration and three informal exchanges with HEC/Harbourfront Commission. It also conducted two site visits and one harbour tour to harbourfront areas including the new Central harbourfront, the Wan Chai Waterfront Promenade, the Western Wholesale Food Market, the waterfront along Hoi Yu Street, Quarry Bay, the Kwun Tong Promenade (Stage 1), the West Kowloon Waterfront Promenade, Ma Wan Park and Tsing Yi Waterfront Promenade. A delegation of the Subcommittee conducted an overseas visit to Boston, New York and Vancouver in April 2011 to study the experiences of the three cities in harbourfront planning and development. To better understand the aspirations and views of the public and interested parties on the planning and development of the new Central harbourfront, the Subcommittee invited submissions from the public and relevant

organizations on the subject. The Subcommittee also received views from bodies on issues relating to the planning, development and management of harbourfront areas in various districts. The list of parties who have provided submissions and views to the Subcommittee is in **Appendix IV**.

Deliberations of the Subcommittee

Strategies for planning and developing the harbourfront

9. The Subcommittee's initial discussions focused on the Administration's strategies for planning and developing the harbourfront areas. The Subcommittee considered that successful planning and development of the harbourfront must start with formulation of a comprehensive and strategic policy. According to the Administration, the policy objectives in harbourfront development are to protect, preserve and beautify the harbour for public enjoyment. The vision is to create a vibrant, green, accessible and sustainable harbourfront through effective and balanced planning and utilization of land resources. To achieve these goals, the Administration has adopted the following strategies in planning, developing and managing the harbourfront areas of Hong Kong --

- (a) paying due regard to the Town Planning Board's Vision and Goals for Victoria Harbour as well as the Harbour Planning Principles and Guidelines promulgated by HEC²;
- (b) adopting a proactive and flexible approach in the use of land resources, such as opening up vacant Government land for the creation of continuous promenades or harbourfront enhancement projects;
- (c) exploring the possibility of relocating existing Government facilities which are incompatible with a vibrant waterfront or do not require to be located at the waterfront, and if relocation is not possible, exploring the feasibility of introducing a

² The Town Planning Board formulated its Vision and Goals for Victoria Harbour in 1999. The Vision Statement adopted was "To make Victoria harbour attractive, vibrant, accessible and symbolic of Hong Kong -- a harbour for the people and a harbour of life." Eight goals were established to realize the vision, including bringing the people to the harbour and the harbour to the people, creating a quality harbourfront with a variety of activities and provision of open space and pedestrian links, improving the water quality, and maintaining a safe and efficient harbour. HEC developed the Vision Statement into Harbour Planning Principles and Guidelines in 2005. The eight key principles include preservation of the harbour, sustainable development of the harbour, integrated planning, and stakeholder engagement.

facade or landscape treatment to the existing Government facilities to improve their visual appearance;

- (d) actively studying the feasibility of various forms of private sector involvement, such as public-private collaboration ("PPC"), in providing promenades or open space adjoining a private development to achieve greater vibrancy of the harbourfront area; and
- (e) strengthening public engagement throughout the process from early planning, development to implementation stages.

10. The Subcommittee was of the view that the vision for harbourfront development should set out clear objectives including, preserving the harbour, promoting a green harbour, and facilitating different uses of the harbour. In this regard, the Harbour Planning Principles and Guidelines promulgated by HEC are useful and should be augmented. While noting overseas experience that good harbourfront developments have evolved over a long period of time, Subcommittee members urged that the Administration should set a timetable and devise appropriate measures for achieving the various objectives. For instance, the objective of protecting and preserving Victoria Harbour and enhancing its attractiveness for public enjoyment should be implemented through long-term planning and appropriate land administration systems, comprehensive studies should be conducted for various areas, and there should be good coordination among development programmes and projects.

11. In the formulation of policies and strategies, the Subcommittee considered it of vital importance to engage the public in the process. The Administration should conduct district-based studies to gauge public aspirations, especially those of District Councils and the local communities. In particular, the development of facilities in harbourfront areas should cater for the needs of individual districts. It is also desirable to provide District Councils with different options for consideration.

The Administration's harbourfront enhancement initiatives

Current land use along the harbourfront

12. The Subcommittee has studied the current land uses along the harbourfront to understand the existing situations which is essential in formulating appropriate strategies for the development of harbourfront areas and implementing suitable harbourfront enhancement initiatives.

13. The Subcommittee recognizes that the existing land uses along the harbourfront have reflected the development pattern evolved over the years. In the prime harbourfront areas around Central, Wan Chai and Tsim Sha Tsui, as well as the secondary office node in Quarry Bay, business and commercial activities, major Government institutions and cultural facilities are located. Mixed commercial/residential activities/buildings are found in the adjacent areas such as Sheung Wan, Sai Ying Pun, North Point, Hung Hom and West Kowloon, spreading out from the business core. 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. Industrial developments can be found along the harbourfront areas in To Kwa Wan, Kowloon Bay, Kwun Tong, Yau Tong, Kwai Chung and Tsing Yi with some areas transformed or planned for business use (in To Kwa Wan, Kowloon Bay and Kwun Tong) and commercial/residential use (in Yau Tong). Port-related uses mainly occupy the western part of Victoria Harbour and cluster in Kwai Chung, Tsing Yi and Stonecutters Island on both sides of Rambler Channel. Several public cargo working areas are located on the waterfronts in the Western District, Yau Ma Tei, etc.

14. Noting that the Administration has been implementing harbourfront enhancement work on short-, medium- and long-term bases, the Subcommittee has examined the various tasks and projects covered. The Administration updated the Subcommittee in April 2009, July 2010 and July 2011 on the overall progress of implementation of the various harbourfront enhancement initiatives. The Subcommittee noted that in mapping out the details of and implementing the various initiatives, the Administration had made reference to HEC's recommendations for the 22 action areas along Victoria Harbour³, taken into account the actual circumstances of each project and the new recommendations put forth by the Harbourfront Commission.

Short-term initiatives

15. The Administration's short-term work includes the identification and implementation of "quick-win" and temporary projects to enhance the

³ The 22 action areas are: Kennedy Town, Sai Wan, Sai Ying Pun, Sheung Wan, Central, Wan Chai West, Wan Chai East, Hong Kong Island East, Lei Yue Mun, Yau Tong, Yau Tong Bay, Kai Tak, To Kwa Wan, Hung Hom East, Hung Hom West, Tsim Sha Tsui East, Tsim Sha Tsui West, West Kowloon Cultural District, Yau Ma Tei, Western Harbour, Tsuen Wan and Tsing Yi.

harbourfront. According to the Administration, projects completed and opened for public enjoyment over the past few years are: the park area of Sun Yat Sen Memorial Park in Sai Ying Pun, the Central and Western District Promenade - Sheung Wan Section, the pedestrian link between these two sites, the open space fronting Central Piers No. 9 and 10, the temporary waterfront promenade along the eastern part of the ex-North Point Estate site, Aldrich Bay Park, the Kwun Tong Promenade Stage 1, the Hung Hom Promenade and extension of Tsim Sha Tsui Promenade, and Tsing Yi Northeast Park at Tam Kon Shan Road in Tsing Yi. Projects which are near completion or under planning include: the development of an advance promenade at the new Central harbourfront and an advance waterfront promenade at Hoi Yu Street in Quarry Bay, and the development of the existing open space at the ex-Tai Kok Tsui bus terminus site into a waterfront open space. On the initiative to promote and publicize the harbourfront, the Administration and the Harbourfront Commission organized a Victoria Harbour icon design competition in early 2011. The winning icon will be used for the harbourfront Signage Scheme currently under planning to be implemented in six pilot districts for improvement of directional signage to the harbourfront for locals and visitors.

Medium-term and long-term initiatives

16. The Administration's medium-term initiatives include the development of practical models for the sustainable management of harbourfront areas and possible harbourfront enhancement projects on both government and private land. Long-term initiatives include conducting planning studies for the harbourfront areas, studying the possible beneficial re-use of idle piers, and exploring the possibility of relocating existing public facilities which are incompatible with a vibrant waterfront.

17. The Administration updated the Subcommittee on the progress of the initiatives in July 2011. According to the Administration, owing to a number of factors, such as the actual circumstances of the sites, the implementation details and timetable of some of the medium-term and long-term projects had to be further worked out. The new Central harbourfront development is a case in point. The Administration has taken into account the recommendations of the UDS and is gradually taking forward the development of the eight key sites in Central. While the development of Sites 1 and 2 at the new Central harbourfront will be taken forward by way of PPC as part of the "Conserving Central" initiative covered in the 2009-2010 Policy Address, development of the two sites will take some time to materialize as works associated with the construction of

the Central-Wan Chai Bypass will be carried out at part of the two sites up till July 2015.

18. As regards long-term harbourfront enhancement proposals in other areas, the Subcommittee notes that the Administration is undertaking a review on the land use of the western part of Kennedy Town, which is anticipated to complete in 2012. The preliminary planning concept proposes to reserve and designate the waterfront portion of the site from Sai Ning Street to Cadogan Street for development of a harbourfront promenade and an open space. On the future development of the Hong Kong Island East harbourfront areas, the Administration has commenced the Hong Kong Island East Harbour-front Study, which aims to formulate a comprehensive plan for the enhancement of the harbourfront areas. The focuses of the Study include the connectivity and accessibility to the harbourfront areas, and possible enhancement of North Point Ferry Piers. The Administration will take into account the public views on the enhancement proposals collected in the public engagement exercise in formulating the final recommendations.

19. A summary of the existing and various harbourfront enhancement initiatives is given in **Appendix V**.

Creation of an attractive and vibrant harbourfront

20. The Subcommittee supports the Administration's implementation of the harbourfront enhancement initiatives for the 22 action areas. During discussions, the Subcommittee has stressed the need for the Administration to strengthen its efforts and work out a timetable for completing the various tasks and projects. The Subcommittee considers that the creation of an attractive and vibrant harbourfront is an essential element in the enhancement initiatives. Subcommittee members have suggested the Administration to work with the Harbourfront Commission and actively engage stakeholders (including the District Councils) in organizing activities such as street performances, cultural and artistic activities, at harbourfront areas. To this end, members have urged the Administration to review existing legislation to facilitate such activities and work out a mechanism for the public and organizations to make applications for holding activities and events at harbourfront areas. Moreover, the Administration should promote sight-seeing and leisure activities at suitable harbourfront operation sites such as the Yau Ma Tei Typhoon Shelter, through collaboration with the relevant industries. As accessibility is the key in creating a vibrant harbourfront, the Subcommittee considers it necessary for the Administration to improve the

accessibility of harbourfront areas so that the public can enjoy the facilities there. The Subcommittee also considers that a vibrant harbourfront should be able to cater for users with different needs and purposes. Apart from providing places for retail, dining and entertainment at the harbourfront, separate areas without business activities should be provided for people to enjoy the tranquility of the waterfront and the breeze. In taking forward projects at the district level, members have stressed the importance to preserve local characteristics and bring out historical features unique to the individual location. In the planning and development of different harbourfront areas, characteristics of the local community economy should also be promoted as far as possible.

21. The Administration acknowledges the suggestions and views of the Subcommittee, and agrees that both the hardware and software, i.e. provision of facilities and organization of activities, are important elements in creating a vibrant harbourfront. It is also necessary to maintain an appropriate balance between vibrancy and tranquility in the planning of harbourfront facilities. The Administration has assured the Subcommittee that it will continue to work together with the Harbourfront Commission and engage the public and relevant stakeholders in the process of harbourfront planning and enhancement. Apart from the various suggestions made by the Task Forces established under the Harbourfront Commission on activities to be held at harbourfront areas, the Administration has been actively gauging the views of District Council members and the public on various harbourfront enhancement projects. It also welcomes views and proposals from Legislative Council ("LegCo") Members and relevant parties. For instance, the Central & Western District Council and the Agriculture, Fisheries and Conservation Department jointly held the Western Wholesale Food Market Flea Market cum Carnival in January 2011.

Harbourfront as an important asset to promote tourism

22. As regards the provision of facilities and organization of events and activities at the harbourfront to promote tourism, Subcommittee members have suggested that the Administration should facilitate the wider application of PPC and commercial investments in bringing out the full potentials of the harbourfront for the benefits of Hong Kong. Incompatible uses at the harbourfront areas, such as pump stations of the Drainage Services Department, should be relocated to release the valuable land for better use.

23. The Administration has explained that the Commissioner for Tourism is a member of the Harbourfront Commission who acts as a bridge to reflect the views of the Commission on tourism facilities at the harbourfront to the tourism sector and vice versa. Where possible, consideration will be given to relocating Government facilities currently situated at the harbourfront. For those which must be located at harbourfront areas, bureaux and departments will take the initiative to set back the facilities to provide passageway for public access to the harbourfront.

24. The Subcommittee has suggested that the Administration should consider making use of defunct piers for tourism purposes and study the feasibility of introducing new marine activities, such as hydroplane and water taxi services, to complement harbourfront activities. In this regard, the Subcommittee has examined the existing and possible marine activities at the harbourfront. While existing uses included fairways, anchorages, typhoon shelters, mooring buoys and marine works areas, some water-based activities which will contribute to the vibrancy of the harbour have been suggested in the Planning Department's "Planning Study on the Harbour and its Waterfront Areas" completed in 2003. These activities include boat races, tall ship regatta, maritime pageant, sound and light presentations, fireworks, dining and marine demonstration, etc. The Administration has advised that given the level of routine activities in various areas of the harbour, whether a certain activity can be allowed in a particular sea area in the harbour will depend on a number of considerations including safety and avoidance of conflict between different uses within the water. To allow the beneficial use of marine facilities, the Administration is looking into the possible re-use of individual piers which have been left idle or under-utilized. The Administration has assured members that it will continue to engage the public on the best use of defunct harbourfront facilities including piers. In this regard, the Subcommittee is pleased to learn that there is an initiative to revitalize the four defunct piers near the Western Wholesale Food Market.

25. The Subcommittee has also emphasized that planning controls such as height restriction should be imposed on harbourfront sites so as to keep the development density low and to enable better ventilation and visual views in the harbour areas. Besides, contaminated seabed at harbourfront areas should be treated to improve the water quality and address the problem of odor. According to the Administration, it is the existing policy to control building height along the harbourfront and the Town Planning Board is reviewing the relevant outline zoning plans. As regards improvement of the water quality, in addition to conducting regular

cleansing and treatment for the seawater, the Drainage Services Department is undertaking studies on treating the seabed at locations such as typhoon shelters.

Planning and design for the new Central harbourfront

26. The Central harbourfront is regarded as an icon of Hong Kong. Planning and design of the Central harbourfront has long been included as a long-term initiative of the Administration in its harbourfront enhancement work. The Planning Department commissioned the UDS in March 2007 to refine the urban design framework and to prepare planning/design briefs for eight key sites in the new Central harbourfront. The UDS also examined the locations and design ideas for reconstructing the old Star Ferry Clock Tower and re-assembling Queen's Pier. Based on the views collected in two public consultations and the recommendation of the Task Group on Urban Design Study for the New Central Harbourfront of HEC, the Administration has revised the planning and urban design proposals for the key sites as well as the Master Layout Plan for the areas.

27. In November 2009, the Administration briefed the Subcommittee on the revised design concepts and proposals in the UDS and the revised Master Layout Plan. Major revisions include --

- (a) reduction in the development intensity of Site 1 (the Comprehensive Development Area site adjoining Central Piers No. 4 to 6) and Site 2 (the Commercial site north of International Finance Centre Two) to improve viewing of the harbour. Sites 1 and 2 will be developed into a distinctive civic node and mixed use precinct featuring low-rise structures for exhibition, retail, entertainment, civic and community uses under a PPC approach. The purpose is to capture the creativity and expertise of the private sector while ensuring public enjoyment of the development. The revised design concepts include a large landscaped deck and 1.7 hectares of public open space to connect the Central Business District to the new harbourfront. The development of Sites 1 and 2 into a mixed-use precinct for cultural and entertainment uses by way of PPC was announced by the Chief Executive as part of the "Conserving Central" initiative in 2009-2010 Policy Address;
- (b) the loss in Gross Floor Area ("GFA") in Sites 1 and 2 will be compensated in Site 5 (the site north of CITIC Tower in

Admiralty), which will be rezoned from the original plan of Government, Institution or Community" use to "Commercial" or "Comprehensive Development Area" uses for development of offices and hotels;

- (c) the old Star ferry Clock Tower will be reconstructed at its original location in Site 3 and a new Clock Tower Gallery will be built for exhibiting the salvaged items of the pier;
- (d) Site 7 has been designed as a continuous waterfront promenade and public open space. An area within the site has been designed to cater for alfresco dining to enhance the vibrancy of the harbourfront. A cycle track will also be provided within the waterfront promenade for recreational and leisure uses; and
- (e) the Queen's Pier will be reassembled by the waterfront at Site 8 between Central Piers No. 9 and 10 to revive its pier function for public use.

28. Subcommittee members have expressed concern about the revised design concepts and proposals in the UDS. On the redistribution of commercial GFA from Sites 1 and 2 to Site 5, there are concerns about traffic congestion problem in north Admiralty in future and the lack of pedestrian links to provide access to the new harbourfront. Some members have suggested dispersing the commercial activities from Central, Admiralty and Wan Chai to other districts to help economic development in other areas and reduce the development intensity in the Central harbourfront. The Administration has advised that there will be traffic control measures to address possible congestion problems arising from the revised planning concepts. Moreover, according to the results of the traffic impact assessment studies conducted in 2005, the road network in Admiralty and the vicinity would be sufficient to cope with the additional traffic flow arising from the new developments in future. Since the total GFA of the key sites under the revised proposals will be about 50% lower than the data assumption used in the 2005 assessment, the capacity of the road network will be capable of coping with the additional traffic flow. On the connectivity of the new harbourfront to users, the Administration has assured members that new pedestrian links, such as landscape decks and boulevards, will be constructed to further enhance public accessibility to the new waterfront. As regards the reassembly of Queen's Pier, Subcommittee members noted that, notwithstanding the proposal in the UDS for reassembling it at Site 8, there were strong views, including those

expressed by the Hong Kong Institute of Architects, that it should be reassembled at the original location to preserve its historic significance and respect its heritage value.

29. On the proposal to adopt a PPC approach in the development of Sites 1 and 2, Subcommittee members have stressed the importance for the Administration to exercise extra caution in ensuring public enjoyment of harbourfront areas and access to the facilities developed under such approach. The Administration has advised that it is desirable to capitalize on the private sector expertise for developing Sites 1 and 2. Private sector's interest will be ascertained through an expression of interest exercise before the Administration proceeds to inviting tenders for the project. In working out the details of the PPC approach, the Administration is mindful of the need to ensure public access to and use of facilities developed under the approach. Terms and conditions clearly stipulating such rights and obligations will be included in the agreements between the Government and the private parties concerned. The implementation arrangements for Sites 1 and 2 will be mapped out in consultation with the Harbourfront Commission and relevant committees of LegCo.

30. Noting the importance of the UDS to the future development of the Central harbourfront, the Subcommittee considers it vital for the Administration to listen to public views on the revised proposals. To facilitate the process, the Subcommittee has invited written views from interested parties and members of the public on the subject, and requested the Administration to respond to the views received. The Subcommittee received a total of 23 submissions. The Administration has provided written response to the submissions and undertaken to consider the views and suggestions therein in taking forward the planning and development of the new Central harbourfront.

Development of a continuous waterfront

31. The Subcommittee supports the Administration's objective to construct continuous promenades along both sides of Victoria Harbour for public enjoyment and improve public accessibility and connectivity to the waterfront. The Subcommittee notes from the delegation's visit to Boston, New York and Vancouver that "creating a connected waterfront" is a common goal in pursuing harbour development in the three cities. In the case of Hong Kong, the Administration has developed or plans to develop areas along the waterfront into open space or promenades. On Hong Kong Island, major existing open spaces at the harbourfront include Sun Yat Sen

Memorial Park, 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), Hung Hom Promenade initial development, Tai Wan Shan Park and adjoining promenade, Hoi Sham Park and Kwun Tong Promenade Stage 1. The Administration has advised that upon implementation of the Central Reclamation Phase III, Wan Chai Development Phase II and Kai Tak Development, accessibility of the harbourfront will be greatly enhanced.

Constraints in the development of a continuous harbourfront

32. The Subcommittee has urged the Administration to expedite the development of a continuous harbourfront, enhance public accessibility to the waterfront, and set a timetable for achieving the objective. In pursuing the objective, the Subcommittee understands that there are constraints in relation to the existing land uses or facilities, such as port-related facilities, public utilities, and military uses. For instance, the Island Eastern Corridor and the Kwun Tong Bypass have limited the opportunities for harbourfront enhancement and affect the visual appeal of the harbourfront area. Private land ownership along the harbourfront has posed another obstacle. While members note that there may be problems in removing certain operational sites at the harbourfront, such as cargo working areas and typhoon shelters, they have urged the Administration to consider constructing elevated walkways or viewing galleries for public access in sites with Government facilities that require a waterfront location so that different uses can co-exist at the harbourfront areas where necessary. In addition, consideration should be given to construct footbridges or subways to provide easy access from the hinterland to harbourfront areas, and where possible, there should be a boulevard between the two.

33. The Administration has stressed that it will explore the possibility of relocating existing government facilities which are incompatible with a vibrant waterfront or do not require a waterfront location. In this regard, the Administration has advised that the Chief Secretary for Administration has issued a General Circular in July 2010 stating that, as a matter of principle, the occupation of harbourfront land by new public facilities should not be supported unless there are no better alternatives or when their operations required a waterfront location. Under such circumstances, bureaux and departments will take the initiative to provide a harbourfront

passageway for public use and carry out suitable beautification works to ensure the facilities will mix well with the harbourfront environment.

34. To resolve the problem of private land ownership along the harbourfront, Subcommittee members have suggested that the Administration should formulate a strategy to prevent private harbourfront developments from hindering the construction of a continuous waterfront, negotiate with the land owners concerned to change the land, invoke the land resumption mechanism where appropriate, and seek collaborative opportunities with the developers or land owners concerned. For undeveloped sites along the harbourfront, members have suggested the Administration to include requirements for provision of public promenades in the land leases. As for developed sites, the Administration should explore collaboration with the developers concerned to allow public passage through their developments to achieve a win-win situation as this will bring new business opportunities for the developers. Some members have suggested that the Development Opportunities Office should be involved and play an active role to follow up such proposals with the private land owners.

35. The Administration has assured members that it will consider adopting a PPC approach in pursuing harbourfront enhancement projects. It will take on board the Subcommittee's views and discuss with the developers or land owners concerned in exploring ways to facilitate public passage through their land. In this regard, the Subcommittee is pleased to note a successful example of such discussions as shown by the support of the New Hong Kong Tunnel Company Limited in giving up the rights over a waterfront land strip near the Eastern Tunnel for development a public passageway as part of the Hoi Yu Street Advance Promenade project, which is expected to be completed by the end of 2012.

36. Subcommittee members have enquired about the feasibility or progress of the construction of harbourfront promenades in various action areas, including To Kwa Wan, Hung Hom East, Yau Ma Tei, and Tsuen Wan West. The Administration has advised that the leisure path at the harbourfront outside To Kwa Wan Vehicle Examination Centre was opened to the public in July 2010. For Hung Hom, the Administration has discussed with the concerned developer which owns the private pier, which has posed difficulties in the construction of continuous waterfront walkway between To Kwa Wan and Tsim Sha Tsui. Turning to the Yau Ma Tei action area, the Administration has advised that a permanent waterfront promenade has been specified in the relevant Outline Zoning Plan (i.e. the ex-Tai Kok Tsui Bus Terminus Site) and a temporary waterfront promenade

(i.e. the site at Hoi Fai Road to the immediate east of the previous site) will be constructed. While the Public Cargo Working Area will not be relocated in the near future due to operational needs, the Administration is studying the feasibility of enhancing the existing pedestrian link thereat and the provision of further open space along the harbourfront. For the Tsuen Wan West waterfront promenade, the section of the waterfront promenade fronting the West Rail property development will be constructed by the developer.

Public engagement in the development of harbourfront promenades

37. The Subcommittee considers that the views of District Councils are important in the planning and development of harbourfront promenades and the facilities in various districts. To better understand the aspirations and views of District Councils, some members have suggested arranging exchanges between LegCo Members and District Council members on the subject. The Subcommittee considers that the suggestion worth pursuing and invites the Panel to consider taking it forward in following up issues of harbourfront development and management in the future.

Public-private collaboration approach in harbourfront development

38. The Subcommittee has discussed with the Administration the adoption of a PPC approach in developing and managing harbourfront projects at a number of meetings. Subcommittee members believe that cooperation and collaboration between the public and private sectors will provide greater flexibility in the development and management leading to a better and higher quality harbourfront for public enjoyment.

39. The Administration has advised that the Avenue of Stars in Tsim Sha Tsui is a good and workable model of private sector involvement in harbourfront enhancement projects. The Task Group on Management Model for the Harbourfront of HEC ("TGMMH") has also studied local and overseas management models for harbourfront areas and recommended wider application of the PPC approach in Hong Kong. The Subcommittee has been briefed on TGMMH's study in this area, and noted that the PPC model with community involvement is a widely adopted and successful policy tool around the world for harbourfront development, redevelopment and management. The private sector covers commercial, community, social enterprise, community-based trusts, special purpose vehicles and other non-governmental organizations. Under the approach, the private sector can provide the necessary capital, expertise, creativity, innovation, diversity, management skills and versatility that the public sector may not

have. Through enhanced cooperation between the public and private sectors, harbourfront projects would become more financially viable and sustainable.

40. The Subcommittee has noted that the PPC approach has several benefits including offering greater flexibility, inspiring innovations, ensuring sustainability in the development and management of the harbourfront. The approach will also provide an opportunity for private enterprises to demonstrate their corporate social responsibilities through contribution to harbourfront enhancement. Subcommittee members have also noted that there is a number of successful overseas examples of PPC models in operation, such as the Battery Park City in New York. Some members have however expressed concerns about public monitoring and public participation in PPC projects, in particular, the private sector partners may have power in deciding on the right of public access to the facilities and the activities to be permitted in such areas under the approach. Members consider that the Administration should exercise prudence in developing and applying the model in harbourfront development in Hong Kong, and there should be in-depth discussion by the public on related issues.

41. The Subcommittee notes that there is a wide variety of possible PPC models, with different levels and forms of private sector involvement, such as (a) Government to design and build, with operation and management entrusted to private sector; (b) designed, built and operated by private developer under a service agreement; and (c) built and operated by area-based social enterprises. The Subcommittee notes that there is no universal model that can be adopted across-the-board. Subcommittee members consider that the Administration should carefully study the pros and cons of different PPC models to develop suitable ones catering the circumstances of different harbourfront projects.

42. The Subcommittee has stressed the need for the Administration to address the community's concerns about the PPC approach, particularly the issue of public accountability. In this regard, members note TGMMH's views on the characteristics a good PPC model should possess. The Subcommittee considers that the Administration should take into account the following characteristics in developing the suitable PPC model for Hong Kong --

- (a) there will be community involvement throughout the different stages of the process, from planning, design, development to management and operation of the harbourfront;

- (b) it will ensure that the public purpose is achieved;
- (c) there should be opportunities for the private sector, profit making or non-profit making alike, to participate and contribute;
- (d) the model should bring alternative capital and recurrent funding to the future benefit of the harbourfront, without being over-reliant on the Government for capital or recurrent funding;
- (e) the model should incentivize the private sector partner by some form of revenue sharing with the Government;
- (f) the ultimate ownership of the harbourfront shall remain vested in the Government; and
- (g) the model should acknowledge that aspirations and needs may change over time, and hence there should be reviews in the arrangements to avoid creating undue risk for the parties involved.

43. The Administration has agreed to consider the views of the Subcommittee and TGMMH on the development of a suitable PPC approach for Hong Kong. As regards the form of PPC model that should be adopted, the Administration has stressed that this should be considered on a case-by-case basis. The Administration will work with the Harbourfront Commission in devising arrangements of PPC on a site-specific or project-specific basis. In July 2011, the Administration informed the Subcommittee that it was examining the feasibility of developing Sites 4 and 7 (in whole or in part) of the new Central harbourfront by PPC. A market sounding exercise was completed at the end of June 2011, and the Administration is analyzing the views of the private sector.

Institutional arrangements for the planning and management of the harbourfront

Establishment of the Harbourfront Commission

44. HEC was set up in May 2004 to advise the Government on planning, land uses and developments along the existing and new harbourfront of Victoria Harbour. Its work was completed in

February 2010. TGMMH under HEC, in its report released in January 2010, recommended the establishment of the Harbourfront Commission to replace the work of HEC to advise the Government on harbourfront planning, design, management and other related matters with the objective of fostering and facilitating the development of the Victoria harbourfront. The Harbourfront Commission was established on 1 July 2010 with 20 non-official members and six official members. The non-official members include 12 representatives nominated by professional institutions, civic and environmental groups and the business sector and eight individuals. The chairperson is a non-official member and the Secretary for Development is the vice-chairperson.

45. The Subcommittee notes that although members of the Harbourfront Commission are appointed by the Chief Executive to reflect the Administration's priority attached to harbourfront work, the Commission continues to work under the institutional, policy and resource framework as HEC. Moreover, notwithstanding that the Harbourfront Commission's work in monitoring and coordinating harbourfront planning and development has been enhanced with various Government departments holding regular briefings and reporting on the progress of harbourfront projects and encouraging responses from non-government project proponents to consult the Commission and seek its advice on the relevant harbourfront projects and proposals, the Commission remains a non-statutory body and functions as an advisory group.

A statutory harbourfront authority

46. The Subcommittee believes that harbourfront enhancement work requires visionary planning, extensive public consultation and strong execution work. At present, many harbourfront sites are held for different purposes or projects with different emphases and priorities. Different Government departments and agencies are involved as project proponents, works agents and management agents. There is no single department within the Government that has the overall mandate for the management of all harbour areas and facilities in an integrated, coherent and coordinated manner. The Subcommittee considers that adoption of a suitable institutional arrangement with strong leadership and effective coordination among various stakeholders is crucial in achieving successful planning, development and management for the harbourfront. The Subcommittee has examined various models of harbourfront development and management authorities with reference to the research conducted by the Legislative Council Secretariat and information provided by the Administration, as well as the overseas visit conducted by the

Subcommittee in April 2011 and TGMMH's studies on overseas management models for the harbourfront.

47. The Subcommittee notes that the major authorities responsible for waterfront planning and development in Singapore and Sydney are set up as statutory bodies under the relevant legislation⁴. As in the case of New York, large scale harbourfront projects have been developed and managed by statutory bodies⁵. TGMMH has also advocated establishment of an independent statutory authority for the development and management of harbourfront. The Subcommittee notes that while TGMMH has recommended the establishment of the Harbourfront Commission to succeed the work of HEC, it has recommended that, in the long run, the aspiration for an independent, statutory authority, supported by its own executive and dedicated funding, to plan, design, operate and manage the harbourfront be re-visited to enhance public involvement, vibrancy and timely response to public needs. The Subcommittee shares TGMMH's observation that the ability to combine advocacy with execution as well as the flexibility to operate without the constraints of bureaucracy are conducive to bringing about integrated and responsive changes to the management of the harbourfront.

48. During its deliberations, the Subcommittee has repeatedly urged the Administration to consider the feasibility of setting up a statutory body to oversee harbourfront development and implementation of projects. The Administration has responded that it keeps an open mind on the matter. Following a motion debate at the LegCo meeting of 14 July 2011 urging for perfecting harbourfront planning and management in all districts of Hong Kong, the Administration advised at the Subcommittee's meeting on 19 July 2011 that it would further explore with the Harbourfront Commission on the establishment of a statutory harbourfront authority, with a view to formulating a framework in the next 12 months in order to lay down the foundation for further work. The Harbourfront Commission has asked the Harbour Business Forum⁶ to conduct a research on overseas waterfront management authorities to better understand the success factors of these authorities and the challenges they faced. The research, which

⁴ The Urban Redevelopment Authority of Singapore is an independent statutory body responsible for national land use planning and development control including waterfront land use and development. The Sydney Harbour Foreshore Authority was set up as a statutory agency responsible for planning and management of the Sydney Harbour foreshore land.

⁵ The Hudson River Park Trust in New York was set up under the Hudson River Park Act. The Trust, tasked with the design, construction and operation of the park, is a public benefit corporation.

⁶ Harbour Business Forum was launched in June 2005. It is a business alliance with over 120 business members and functions primarily as a research driven think tank with aims to promote harbour development. Studies areas include the creation of an overarching agency for the harbour and greater access to the harbour.

covers the statutory bodies in Hong Kong as well, will serve as useful reference in the consideration of establishment of a statutory harbourfront authority in Hong Kong.

49. The Subcommittee welcomes the Administration's preparatory work in relation to the establishment of a statutory harbourfront authority. Subcommittee members have suggested that issues including objectives of the authority, its powers, and institutional and financial arrangements should be carefully examined. The Administration has advised that if the proposal of establishing a statutory harbourfront authority is to be pursued, the missions, objectives, terms of reference and financial arrangements of the authority will be worked out and incorporated in a piece of legislation where appropriate. The legislative proposal will be subject to scrutiny of LegCo.

Overseas duty visit to the United States and Canada

50. In the course of deliberations, the Subcommittee considered it useful to visit selected overseas cities which had successful experience in waterfront planning and management, in order to obtain first-hand information on the waterfront development, regeneration strategies and enhancement initiatives of these cities, and also to study their institutional arrangements for waterfront planning and management, the key challenges and opportunities in waterfront development and regeneration. To this end, a delegation of the Subcommittee visited waterfront developments in Boston, New York and Vancouver from 24 April to 1 May 2011 and met with representatives of relevant authorities of these developments. A report on the visit has been circulated to members of the Subcommittee and the Panel (vide LC Paper No. CB(1)23/11-12 on 12 October 2011).

51. In its visit report, the delegation has urged the Administration to make reference to the successful experience of Boston, New York and Vancouver, in taking forward the following measures or initiatives in enhancing the development and management of Hong Kong's harbourfront --

- (a) given that the Harbourfront Commission is only an advisory body, the Administration should study the pros and cons as well as the feasibility of establishing a statutory body to oversee harbourfront development and implementation of development and enhancement projects. The statutory body is a dedicated authority established under the law with the necessary power over the planning and management of the

harbourfront, and should work under a clear mission and focused direction. It should be underpinned by experts and professional staff, and operate on a financial sustainable basis;

- (b) to explore different modes in taking forward harbourfront projects, including PPC in the development and management of harbourfront facilities;
- (c) to formulate a Comprehensive Waterfront Plan for Victoria Harbour and Master Plans for all harbourfront projects to ensure coherent and high quality design;
- (d) in designing harbourfront developments and facilities, emphasis should be put on simplicity, reflecting unique local characteristics, enabling the re-use of local materials, bringing back memories of site history, connecting people to nature, and restoring the natural habitats;
- (e) to actively engage the public and stakeholders in an ongoing process in strategy development, planning and design, operation and management of harbourfront projects and facilities;
- (f) to strive to create a "connected harbourfront" for the public. In doing so, the Administration should prepare a comprehensive plan for waterfront access and connectivity, relocate incompatible public facilities away from the harbourfront areas and tackle problems related to private land ownership in the harbourfront areas;
- (g) to support tourism-based harbourfront development through the provision of high quality tourism facilities for appreciation and enjoyment of the Harbour, including cruise terminals, various forms of water transport, such as recreation boating, sea planes, water taxis and aqua buses for tourists;
- (h) to provide public facilities for the community in harbourfront developments such as public open spaces, event plazas, exhibition/performance venues, observation decks, sports grounds, etc.; and

- (i) to support local community economy through the provision of spaces for operation of small businesses with local character thereby creating jobs for the local community.

Way forward

52. At the meeting on 19 July 2011, the Subcommittee agreed that it would conclude its work and submit a report to the Panel. The Panel would follow up any issues in relation to harbourfront planning, development and management in future.

Advice sought

53. Members of the Panel are invited to note the work of the Subcommittee.

Council Business Division 1
Legislative Council Secretariat
14 October 2011

Panel on Development

Subcommittee on Harbourfront Planning

Terms of Reference

To monitor and study the planning, land use and related issues in respect of the harbourfront areas on both sides of Victoria Harbour.

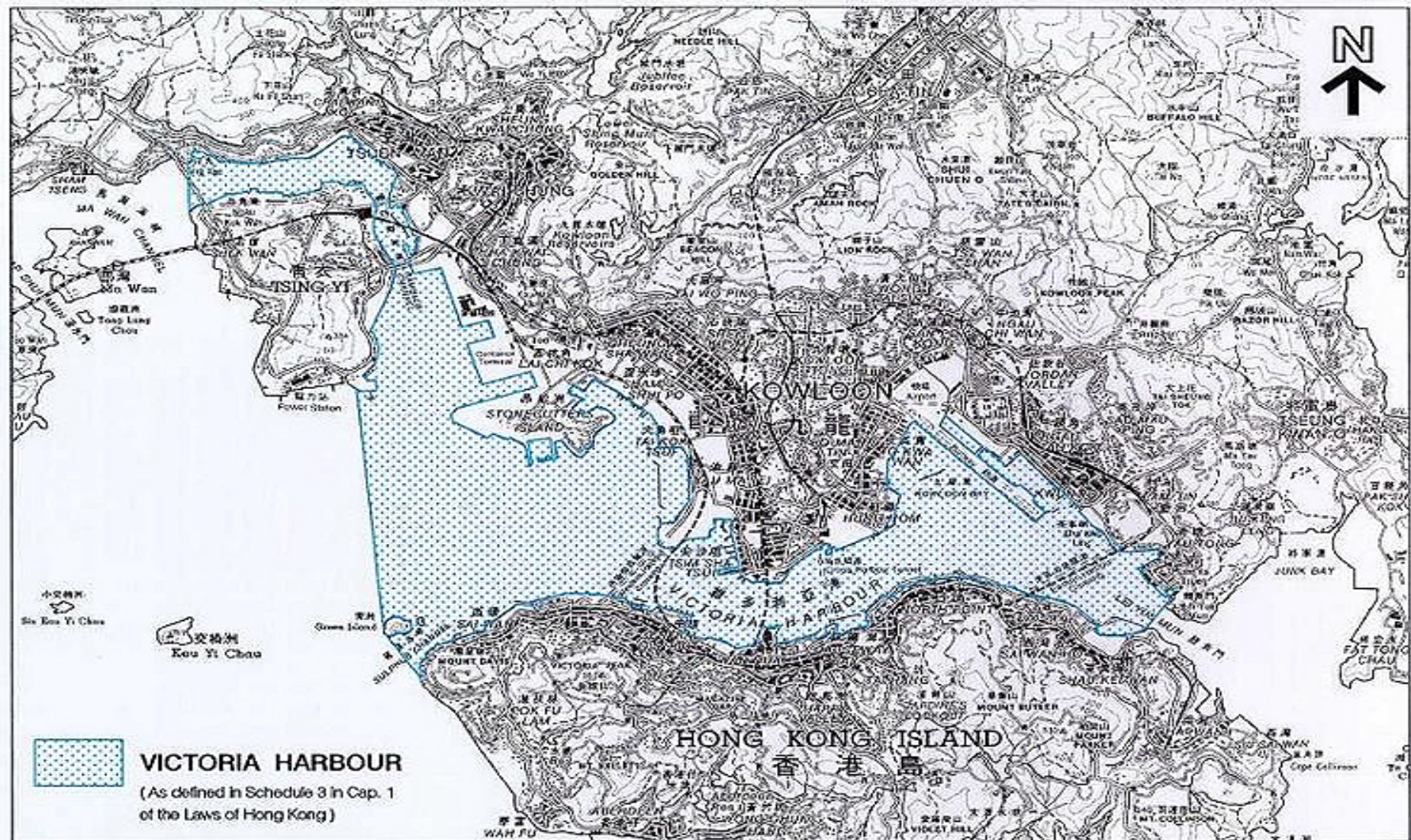
Appendix II

Panel on Development

Subcommittee on Harbourfront Planning

Membership List

Chairman	Prof Hon Patrick LAU Sau-shing, SBS, JP
Members	Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP Hon James TO Kun-sun Hon Mrs Sophie LEUNG LAU Yau-fun, GBS, JP Hon Emily LAU Wai-hing, JP (up to 13 October 2009) Hon Timothy FOK Tsun-ting, GBS, JP Hon Abraham SHEK Lai-him, SBS, JP Hon LEE Wing-tat Hon CHEUNG Hok-ming, GBS, JP Hon KAM Nai-wai, MH Hon Cyd HO Sau-lan Hon Starry LEE Wai-king, JP (since 21 October 2009) Dr Hon Priscilla LEUNG Mei-fun, JP Hon IP Kwok-him, GBS, JP Hon Mrs Regina IP LAU Suk-ye, GBS, JP (up to 25 June 2009) Hon Paul TSE Wai-chun, JP (since 18 October 2010) Hon Alan LEONG Kah-kit, SC (up to 28 January 2010)(rejoined on 22 May 2010) Hon Tanya CHAN (Deputy Chairman up to 28 January 2010) (rejoined on 24 May 2010) Hon Albert CHAN Wai-yip (up to 28 January 2010) (rejoined on 20 May 2010)
	(Total: 17 members)
Clerk	Ms Connie SZETO
Legal Adviser	Miss Winnie LO



Appendix IV

Panel on Development

Subcommittee on Harbourfront Planning

List of parties who have provided views to the Subcommittee

1. Association of Engineering Professionals in Society Limited
2. Central and Western District Council
3. Civic Party New Territories West Branch
4. Democratic Party
5. Designing Hong Kong Limited
6. Hong Kong Institute of Real Estate Administrators
7. Hong Kong Urban Design Alliance
8. Our Bus Terminal
9. Public Affairs Committee, The Hong Kong Institute of Planners
10. Sham Shui Po District Council
11. Society for Protection of the Harbour
12. Southern District Council
13. The Real Estate Developers Association of Hong Kong
14. Yau Tsim Mong District Council
15. Mr David LAI, Wan Chai District Council member
16. Mr YU Hon-kwan, Islands District Council member
17. Ms Barbara CHAN
18. Mr 陳國釗
19. Mr CHEN King Yuen
20. CHENG Sin-ting
21. Mr CHOW
22. Ms Janice FUNG
23. Mr Nicholas HUI
24. Mr Kenneth LO
25. Mr MA Hee Shun
26. Three members of the public (anonymous)

**Summary of the Existing and
Short-, Medium- and Long-term
Harbourfront Enhancement Projects by the 22 Action Areas⁷**
(Position as at September 2011)

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
1.	Kennedy Town	<ul style="list-style-type: none"> • There is a temporary playground at Sai Ning Street with an area of about 0.62 hectares. There are two seven-a-side hard-surface soccer pitches and one basketball court on the site. • Reprovisioning of the Kennedy Town Swimming Pool from Smithfield to Shing Sai Road. Phase I of the works has been completed and opened to the public in May 2011. Phase II of the works is scheduled for completion in 2016. 	<ul style="list-style-type: none"> • The Planning Department (PlanD) is now reviewing the land use of the western part of Kennedy Town. The review is anticipated to be completed in early 2012. While its land use is yet to be finalised, the preliminary planning concept proposes that the waterfront area from Sai Ning Street to Cadogan Street will be reserved and designated for the development of a waterfront promenade and an open space for public enjoyment. • The PlanD and other departments concerned (including the Transport Department etc.) are

⁷ Source of information: the Development Bureau

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
			<p>now identifying a suitable site in the area for reprovisioning the existing bus terminus at Shing Sai Road in order to vacate land for use as an open space for public enjoyment.</p>
2.	Sai Wan	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> There are five piers within the Western Wholesale Food Market (WWFM). Of the five piers, only Pier No. 5 is still in operation and the remaining four are left idle. The Development Bureau is working with the bureaux and departments concerned to explore ways of optimizing the uses of the four unused piers of the WWFM and the harbourfront area fronting the piers. Pending the long-term development programme, the Government will, in collaboration with the Central and Western District Council

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
			<p>(C&WDC), conduct various activities in the WWFM. For example, the C&WDC and the Agriculture, Fisheries and Conservation Department jointly held the Western Wholesale Food Market Flea Market cum Carnival in the Market in January 2011.</p>
3.	Sai Ying Pun	<ul style="list-style-type: none"> • With an area of about five hectares, the Sun Yat Sen Memorial Park and Swimming Pool Complex comprises a 375-metre long promenade (the park area of the promenade is 220-metre long and the swimming pool area 155-metre long). The park area was opened to the public in June 2010. The swimming pool complex is anticipated to be completed and opened to the public in November 2011. • The Central and Western District Promenade -- Sheung Wan Section was opened to the public in November 2009. • The pedestrian link along 	<ul style="list-style-type: none"> • It is planned to widen the pedestrian link along the harbourfront between Sun Yat Sen Memorial Park and the Central and Western Promenade -- Sheung Wan Section.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<p>the harbourfront between Sun Yat Sen Memorial Park and the Central and Western Promenade -- Sheung Wan Section was opened to the public in June 2010.</p>	
4.	Sheung Wan	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> Improvement of at-grade footpath along the harbourfront via negotiation with the private owner.
5.	Central	<ul style="list-style-type: none"> Fronting the Central Piers No. 1 to No. 8 is the Central Pier Waterfront. Additional 1.5 floors above Central Piers Nos. 4, 5 and 6 subject to a height restriction of 25mPD for restaurant, retail and other waterfront-related uses. Half of the area of the roof will be used as open space for public enjoyment. The project is anticipated to be commenced before the end of 2012 and completed in 2015 subject to available funding. Open Space fronting Central Piers No. 9 and No. 10 was opened to the public in July 2010. 	<ul style="list-style-type: none"> Sites 1 and 2 of the new Central harbourfront will be developed into a mixed-use precinct for cultural and entertainment uses through PPC. As works associated with the Central-Wan Chai Bypass (CWB) will be carried out at various parts of these two sites up till July 2015, the development will take some time to materialize.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<ul style="list-style-type: none"> • The advance promenade at the new Central harbourfront includes the construction of a 500-metre long walkway along the harbourfront to link up Central Pier No. 10 with the open space to the north of the Tamar Development. The project is anticipated to be completed in early 2012. • We are exploring whether Sites 4 and 7 (in whole or in part) of the new Central harbourfront can be developed by public-private collaboration (PPC). 	
6.	Wan Chai West	<ul style="list-style-type: none"> • The Wan Chai Temporary Promenade is currently located to the north of the Hong Kong Convention and Exhibition Centre. 	<ul style="list-style-type: none"> • Development of Wan Chai waterfront upon completion of works of Wan Chai Development Phase II (WDII) and CWB.
7.	Wan Chai East	<ul style="list-style-type: none"> • N.A. 	<ul style="list-style-type: none"> • Development of Wan Chai waterfront upon completion of works of WDII and CWB.
8.	Hong Kong Island East	<ul style="list-style-type: none"> • The temporary waterfront promenade along the eastern part of the ex-North Point Estate site was opened to the public in June 2010. 	<ul style="list-style-type: none"> • The future developer of the ex-North Point Estate site (private sector development) will be required to provide a promenade of 20-metre in width

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<ul style="list-style-type: none"> • The Hoi Yu Street Advance Promenade is anticipated to be completed at the end of 2012 for public use. • The Quarry Bay Park (Phase I) is provided with a promenade of about 640-metre long for public use. • The Aldrich Bay Promenade (including the promenade walkway) was completed and opened in 2003. • The Aldrich Bay Park was opened to the public in April 2011. 	<p>for public enjoyment as required in the relevant planning brief.</p> <ul style="list-style-type: none"> • The PlanD is conducting the Hong Kong Island East Harbour-front Study (HKIEHS) and will take into account the views collected in the Stage 3 Public Engagement Programme in finalizing the study recommendations. We will make reference to the study recommendations in further considering a proposed boardwalk underneath the Island Eastern Corridor and any improvement works to be carried out for the North Point Pier. • In the long run, we plan to develop the Hoi Yu Street Advance Promenade site, the two adjoining sites which are currently zoned "Other Specified Uses" annotated "Cultural and/or Commercial, Leisure

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
			<p>and Tourism Related Uses" and the nearby site above the Eastern Harbour Crossing Tunnel Portal together by PPC. We will make reference to the recommendations of the HKIEHS when taking forth this project.</p>
9.	Lei Yue Mun	<ul style="list-style-type: none"> For the Lei Yue Mun Waterfront Enhancement Project under planning, its scope of works includes the construction of a public landing facility-cum-waterfront promenade and other streetscape improvement works. 	<ul style="list-style-type: none"> N.A.
10.	Yau Tong	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> The PlanD is now reviewing the zoning of the "Comprehensive Development Area" ("CDA") in Yau Tong Industrial Area, with an objective to split up the existing "CDA" in order to expedite the pace of redevelopment, and will make recommendations for harbourfront enhancement.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
11.	Yau Tong Bay	<ul style="list-style-type: none"> • N.A. 	<ul style="list-style-type: none"> • Under the requirements of "CDA" zone of Yau Tong Bay, the private developer is required to provide a public waterfront promenade with a minimum width of 15 metres and a total area of not less than 2.47 hectares within the site.
12.	Kai Tak	<ul style="list-style-type: none"> • The Kai Tak development is in full swing. Under the development plan, a promenade of about 11-kilometre long will be provided for public use. • The first section of the 200-metre long Kwun Tong Promenade Stage 1 located next to the Kwun Tong Public Cargo Working Area (PCWA) was opened in January 2010 for public use. • The first phase development of Kai Tak Runway Park located next to the Cruise Terminal building is under preparation. • A landscaped platform will be provided at the roof of the Cruise 	<ul style="list-style-type: none"> • In the site zoned "Commercial (2)", "CDA" and "Residential (Group A)1" annotated "Promenade", the private developer is required to construct a 20-metre wide promenade for public enjoyment. • The Kwun Tong PCWA will be closed later in 2011. Preparation work for the development of Kwun Tong Promenade Stage 2 has been commenced.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		Terminal building. It is anticipated to be opened to the public in 2013.	
13.	To Kwa Wan	<ul style="list-style-type: none"> The waterfront open space project at Ma Tau Kok is a combined development of Hoi Sham Park, open space at Chi Kiang Street and the end section of Chi Kiang Street linking the open space at Chi Kiang Street and Hoi Sham park impending closure. The project is under preparation. The initial concept of development includes provision of a green promenade and a landscaped theme garden with rain shelters, pavilion and seats etc. The leisure path at the harbourfront outside To Kwa Wan Vehicle Examination Centre and next to King Wan Street was opened to the public in July 2010. 	<ul style="list-style-type: none"> N.A.
14.	Hung Hom East	<ul style="list-style-type: none"> Beautification Works of the Tai Wan Shan Park (Promenade) was completed in April 2009. The Hung Hom Waterfront Promenade and extension of Tsim Sha Tsui Promenade was 	<ul style="list-style-type: none"> To conduct study of the development of Tsim Sha Tsui Promenade (Extension) together with Hung Hom Promenade and the open space to the west of Kin Wan

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<p>opened to the public in September 2011. The waterfront of about 4-kilometre long from Star Ferry Pier in Tsim Sha Tsui to Laguna Verde in Hung Hom has been connected.</p>	<p>Street.</p> <ul style="list-style-type: none"> • A public transport interchange will be included in the development of "CDA(1)" at the harbourfront in future so as to vacate the land currently occupied by Hung Hom Bus Terminus to build a district park.
15.	Hung Hom West	<ul style="list-style-type: none"> • N.A. 	<ul style="list-style-type: none"> • According to the recommendations of the Hung Hom District Study, the International Mail Centre and MTRC Freight Yard will be relocated in the long term; and the harbourfront land can be developed into a waterfront area with a wide range of tourist facilities and attractions including hotel, retail, waterfront promenade and leisure uses.
16.	Tsim Sha Tsui East	<ul style="list-style-type: none"> • Proposed development of the vicinity of Tsim Sha Tsui Star Ferry Pier into a new tourism node, which will be integrated with two 	<ul style="list-style-type: none"> • Consider enhancing the cultural facilities of the Leisure and Cultural Services Department

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<p>projects, i.e. the proposed open piazza and the revitalization of the Tsim Sha Tsui Pier. In this future tourism node, we may consider showcasing the area's history as a land and sea transport hub so that both the public and visitors can reminisce about the history of this vicinity.</p>	<p>("LCSD") at the harbourfront at Tsim Sha Tsui, such as consider enhancement/ improvement to the Hong Kong Museum of Art and explore the feasibility of turning the existing catering facilities into alfresco dining facing Victoria Harbour.</p>
17.	Tsim Sha Tsui West	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> There are mainly private properties in the Action Area. Enhancement of connectivity to the West Kowloon Cultural District ("WKCD") relies on private sector participation.
18.	WKCD	<ul style="list-style-type: none"> The West Kowloon Waterfront Promenade with an area of about 3.4 hectares is located within the WKCD site for public use. The WKCD Authority plans to organise programmes and activities at a suitable portion of the WKCD site before commissioning of the Phase 1 core arts and cultural facilities. The 	<ul style="list-style-type: none"> Upon completion of the WKCD, public open space of not less than 23 hectares will be provided, including a continuous promenade of about 2-kilometres in length from the east to the west, so as to allow public access to Victoria Harbour. According to the Notes of the South

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<p>WKCD Authority is considering organising arts exhibitions, performances and display of WKCD information in the form of Arts Pavilion; as well as outdoor and/ or large scale activities at open site(s). To attract visitors of different backgrounds and interests to WKCD, part of the land could be used for commercial activities, for example wine and dine festival, ancillary food and beverage facilities, etc.</p>	<p>West Kowloon Outline Zoning Plan, the width of the promenade should not be less than 20 metres.</p>
19.	Yau Ma Tei	<ul style="list-style-type: none"> • Waterfront promenade/ open space has been provided by several private housing developments (Hampton Place, The Long Beach and One Silver Sea) in Tai Kok Tsui under the lease conditions for public enjoyment. The remaining part of the promenade (i.e. the waterfront of the development at Kowloon Inland Lot No. 11146) will also be constructed by the developer under the lease conditions, which is expected to be completed by 2012. • The site at ex-Tai Kok 	<ul style="list-style-type: none"> • In view of the strong demand for the New Yau Ma Tei PCWA by the trade, the Administration has no plan to close or relocate it. In the long run, the Administration will explore ways to improve pedestrian facilities linking the Tai Kok Tsui waterfront in the north and WKCD in the south on the condition that the operation of the PCWA will not be affected. • Possible development

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<p>Tsui Bus Terminus will be developed by the LCSD into a waterfront open space.</p>	<p>of a new waterfront promenade for public use upon successful rezoning of a vacant site of about 200-metre long to the north of Yau Ma Tei typhoon shelter to "Open Space" use.</p>
20.	Western Harbour	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> Reserved for port-related development in the long run.
21.	Tsuen Wan	<ul style="list-style-type: none"> Except for the section of waterfront fronting Tsuen Wan 5 West Rail property development project, a public waterfront promenade has been provided from Riviera Gardens to Bayview Garden. Besides, the Tsuen Wan Park, which occupies an area of about 6.9 hectares, and the Tsuen Wan Riviera Park, which occupies an area of 4.3 hectares, were opened for public use. The Civil Engineering and Development Department plans to construct a 22-kilometre long cycle track mainly along the harbourfront between 	<ul style="list-style-type: none"> The section of the public waterfront promenade fronting the West Rail property development will be constructed by the developer.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium to Longer Term Improvements
		<p>Tsuen Wan and Tuen Mun. Subject to the approval of funding, the first phase of the construction works for the section between Tsing Tsuen Bridge and Bayview Garden will commence in 2013 the earliest. It is anticipated that the construction works will be completed in two years.</p>	
22.	Tsing Yi	<p>With an area of 5.6 hectares, the Tsing Yi Northeast Park located at Tam Kon Shan Road was opened to the public in June 2010. The promenade in the Park is linked with the waterfront promenade fronting a number of public and private housing estates along the northeastern coast of Tsing Yi, and is extended to Cheung Fai Road to the north of Cheung Tsing Bridge at the east coast of Tsing Yi.</p>	<ul style="list-style-type: none"> • N.A.