

For discussion on  
9 November 2009

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

**Harbourfront Enhancement and Planning**

**PURPOSE**

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

- (a) Urban Design Study for the New Central Harbourfront;
- (b) pedestrian connectivity of the harbourfront areas on the Kowloon side; and
- (c) work plan of the Administration.

**URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT**

2. Taking into account the public views received in the Stage 2 Public Engagement of the Urban Design Study for the New Central Harbourfront (UDS), and the recommendations put forth by the Task Group on UDS set up under the Harbour-front Enhancement Committee (HEC), we have revised the planning and urban design proposals as well as the Master Layout Plan for the new Central harbourfront. For details, please refer to the Legislative Council (LegCo) Brief to be issued separately.

**PEDESTRIAN CONNECTIVITY OF THE HARBOURFRONT AREAS ON THE KOWLOON SIDE**

3. At the last meeting of this Subcommittee on 11 June 2009, we

provided a large map showing the pedestrian connectivity of harbourfront areas on Hong Kong Island. As requested by Members, we now provide another map (**Annex**) which shows the pedestrian connectivity of the harbourfront areas on the Kowloon side. Again, as shown on the map, there are certain “breaking points”, such as the presence of public utility installations, private lots, cargo working areas, typhoon shelters, etc. that make connectivity at the waterfront not possible at the moment. There are no quick solutions to this problem but we will continue to liaise with relevant departments and parties to improve the connectivity at the harbourfront.

## **WORK PLAN OF THE ADMINISTRATION**

4. The major work of the Administration in harbourfront enhancement in the coming year is set out in paragraphs 5 to 10 below.

### **(i) Harbourfront Enhancement Initiatives**

5. We will continue to strengthen our work on harbourfront planning and implement harbourfront enhancement initiatives for public enjoyment. In particular, as mentioned in the Chief Executive’s Policy Address 2009-10, the HEC has submitted a proposal in August this year, setting out beautification options for both sides of the harbour. On the basis of the proposal, we will coordinate the efforts of concerned bureaux and departments to gradually take forward the harbourfront beautification measures.

6. As reported at the meeting of this Subcommittee on 6 April 2009, the Government would complete 15 harbourfront projects within the next five years. Projects completed/to be completed in 2009 include the beautification works at Tai Wan Shan Park (Promenade), a waterfront park at Sheung Wan Gala Point and a 200-metre long waterfront promenade along the Kwun Tong Public Cargo Working Area. Other new initiatives to be rolled out in the coming year include -

#### **(a) Initial Development of Hung Hom Waterfront Promenade.**

We will commence construction of a 20-metre wide, 500-metre

long promenade along the waterfront near the Hung Hom ferry pier in early 2010 for completion in end 2010. The strip of land in question is currently being fenced off by barbed wire and pedestrian access is not allowed. On completion, the promenade will make available a prime harbourfront site for public enjoyment and link up with an existing footbridge connecting the Tsim Sha Tsui promenade in the west and the Hung Hom ferry pier and existing waterfront promenade in the east, thus forming a 4-kilometre (km) continuous promenade from Tsim Sha Tsui Star Ferry Pier to Laguna Verde and Fisherman's Wharf. In the long run, there will be a full-scale permanent development of the nearby open space sites in the area by the Leisure and Cultural Services Department;

- (b) **Harbourfront Signage Scheme cum Harbourfront Logo Design Competition.** Under the proposed scheme, themed signage poles and map boards will be erected in strategic locations along the harbourfront in the pilot districts. In addition, to promote the Harbour, we will conduct an open design competition on a visual identity for the Victoria Harbourfront. We consulted the Harbour-front Enhancement Committee (HEC) in June this year, and are working on the details of the scheme and the proposed competition. We plan to conduct the open design competition in mid-2010;
  
- (c) **Temporary waterfront promenade along Hoi Yu Street in Quarry Bay.** We are actively exploring a workable proposal to construct a 500-metre long temporary promenade along the waterfront of Hoi Yu Street in Quarry Bay. Currently, there are two private lots with existing uses sitting on the waterfront thereat. We are liaising with the relevant parties on the possibility of providing waterfront access at their sites for transient use by the public. This initiative, if materialized, will connect Quarry Bay Park (Phase I) in the east and form a 1.2 km continuous waterfront promenade .

We will continue to identify new initiatives to enhance the harbourfront and press ahead with their implementation, subject to technical feasibility

and resources availability.

**(ii) New Central Harbourfront**

7. As part of the “Conserving Central” initiatives in this year’s Policy Address, we will significantly reduce the development intensity of Sites 1 and 2 in the new Central harbourfront (i.e. the “Comprehensive Development Area” and “Commercial” sites adjoining Central Piers 4 to 6 and International Finance Centre II) to improve viewing of our magnificent harbour, and redistributing the gross floor area to Site 5 (the Government, Institution or Community site north of CITIC Tower) as recommended by the HEC. The revised design concept will feature a large landscaped deck connecting the Central Business District to the new harbourfront.

8. As announced in the context of the Policy Address initiative on “Conserving Central”, instead of commercial land sale for office/hotel uses, we will develop Sites 1 and 2 into a distinctive civic node and mixed use precinct featuring low-rise structures for exhibition, retail, entertainment, civic and community uses under public-private partnership (PPP), through a design, build and operate approach in order to capture the creativity and expertise of the private sector while ensuring public enjoyment of the development. We will ascertain the private sector’s interest through an Expression of Interest exercise before formal tender is issued. Before that, we will consult the Task Group on Management Model for the Harbourfront (TGMMH) of the HEC to devise the suitable terms for PPP.

**(iii) Management Model for the Harbourfront**

9. Set up by HEC in October 2007, the TGMMH has been tasked to explore a practicable management model for the waterfront of Victoria Harbour. Over the past two years, the TGMMH reviewed a wide variety of local examples of management models and partnership arrangements. It also conducted desktop review and paid three overseas visits to study the overseas institutional arrangements and management models.

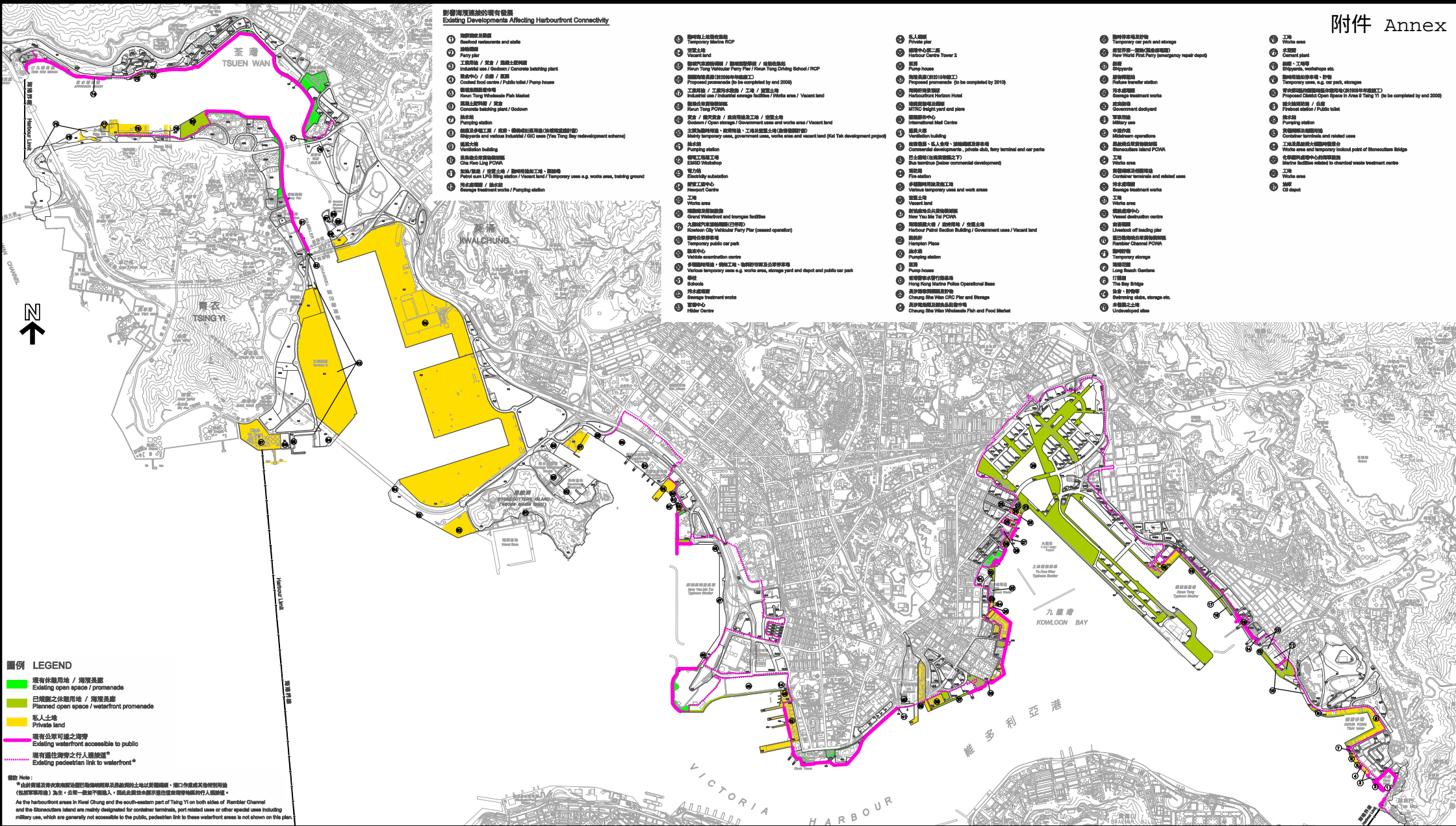
10. The TGMMH is in the final stage of preparing a

recommendation report for consideration by the HEC. The two key recommendations being formulated include the setting up of an overarching non-statutory Harbourfront Commission, and a policy and mechanism to encourage PPP in harbourfront development and enhancement. The Administration has been cooperating closely with HEC/TGMMH and will continue to take into account their recommendations and advice in harbourfront development and management.

### **ADVICE SOUGHT**

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

**Planning and Lands Branch  
Development Bureau  
November 2009**



影響海濱地區的現有發展  
Existing Developments Affecting Harbourfront Connectivity

- 1 臨時碼頭及碼頭  
Temporary Marina TCP
- 2 碼頭  
Pier
- 3 工廠/ 貨倉 / 倉庫 / 船塢  
Industrial use / Godown / Warehouse / Shipyard
- 4 船塢 / 船塢 / 船塢  
Shipyard / Boat shed / Boat shed
- 5 新界區水務局魚池  
New Territories Waterworks Fish Pond
- 6 船塢 / 船塢 / 船塢  
Concrete batching plant / Godown
- 7 船塢  
Pumping station
- 8 船塢及多項工業 / 貨倉、船塢及船塢(包括發展計劃)  
Shipyard and various industrial / Godown (Yan Tong Bay redevelopment scheme)
- 9 船塢  
Ventilation building
- 10 船塢及多項工業 / 貨倉、船塢及船塢  
Pier and LPS filling station / Vacant land / Temporary uses e.g. work area, training ground
- 11 船塢  
Cheung Kwo Ling PCWA
- 12 船塢  
Sewage treatment works / Pumping station
- 13 臨時碼頭及碼頭  
Temporary Marina TCP
- 14 碼頭  
Vacant land
- 15 工廠/ 貨倉 / 倉庫 / 船塢  
Industrial use / Godown / Warehouse / Shipyard
- 16 船塢及多項工業 / 貨倉、船塢及船塢(包括發展計劃)  
Proposed premises to be completed by end 2009
- 17 船塢 / 船塢 / 船塢  
Mainly temporary uses, government uses, work area and vacant land (Pai Tak development project)
- 18 船塢  
Kwai Tong PCWA
- 19 船塢 / 船塢 / 船塢  
Government / Open storage / Government uses and work area / Vacant land
- 20 船塢及多項工業 / 貨倉、船塢及船塢  
Mainly temporary uses, government uses, work area and vacant land (Pai Tak development project)
- 21 船塢  
Pumping station
- 22 船塢  
Electricity substation
- 23 船塢  
Workshop
- 24 船塢  
Work area
- 25 船塢  
Work area
- 26 船塢及多項工業 / 貨倉、船塢及船塢  
Cheung Kwo Ling and various facilities
- 27 船塢及多項工業 / 貨倉、船塢及船塢(已停業)  
Kowloon City Vehicular Ferry Pier (ceased operation)
- 28 船塢  
Temporary public car park
- 29 船塢  
Vehicle examination centre
- 30 船塢  
Various temporary uses e.g. work area, storage yard and depot and public car park
- 31 船塢  
Rubbish
- 32 船塢  
Sewage treatment works
- 33 船塢  
Water Centre
- 34 私人碼頭  
Private pier
- 35 船塢中心第二座  
Harbour Centre Tower 2
- 36 船塢  
Pump house
- 37 船塢及多項工業 / 貨倉、船塢及船塢  
Proposed premises to be completed by 2010
- 38 船塢及多項工業 / 貨倉、船塢及船塢  
Harbourfront Waterfront Hotel
- 39 船塢及多項工業 / 貨倉、船塢及船塢  
MTRC freight yard and pier
- 40 船塢  
Ventilation building
- 41 船塢  
Commercial developments, private club, ferry terminal and car parks
- 42 船塢  
Bus terminus (below commercial development)
- 43 船塢  
Fire station
- 44 船塢及多項工業 / 貨倉、船塢及船塢  
Various temporary uses and work areas
- 45 船塢  
Vacant land
- 46 船塢及多項工業 / 貨倉、船塢及船塢  
New Yue Tai PCWA
- 47 船塢及多項工業 / 貨倉、船塢及船塢  
Harbour Patrol Station Building / Government use / Vacant land
- 48 船塢  
Hampton Place
- 49 船塢  
Pumping station
- 50 船塢  
Pump house
- 51 船塢  
Hong Kong Marine Police Operational Base
- 52 船塢  
Cheung She Wan CRG Pier and Storage
- 53 船塢  
Cheung She Wan Wholesale Fish and Food Market
- 54 臨時碼頭及碼頭  
Temporary car park and storage
- 55 船塢第一座(緊急維修碼頭)  
New World First Pier (emergency repair depot)
- 56 船塢  
Storage
- 57 船塢  
Government depot
- 58 船塢  
Military use
- 59 船塢  
Midstream operations
- 60 船塢  
Sewage treatment works
- 61 船塢  
Sewage treatment works
- 62 船塢  
Work area
- 63 船塢  
Work area
- 64 船塢  
Waste treatment centre
- 65 船塢  
Waste treatment works
- 66 船塢  
Waste area
- 67 船塢  
Waste area
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- 100 船塢  
Waste area

- 圖例 LEGEND**
- 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
  - 現有公眾可通之海濱  
Existing waterfront accessible to public
  - 現有通往海濱之行人通道\*  
Existing pedestrian link to waterfront\*

**備註 Note:**  
\*由於海濱及岸邊地區已批租作商業及工業用途，港口作貨運及船塢用途，因此該區之海濱及岸邊地區目前主要用作商業用途，公眾一般不能進入。因此該區之海濱及岸邊地區目前主要用作商業用途，公眾一般不能進入。  
As the harbourfront areas in Kowloon and the south-eastern part of Tsing Yi on both sides of Rambler Channel and the Stonecutters Island are mainly designated for container terminals, port related uses or other special uses including military use, which are generally not accessible to the public, pedestrian link to these waterfront areas is not shown on this plan.

九龍、荃灣及葵青海旁沿岸行人通道的現況  
Existing Situation of Pedestrian Access along Harbourfront Areas in Kowloon, Tsuen Wan and Kwai Tsing

