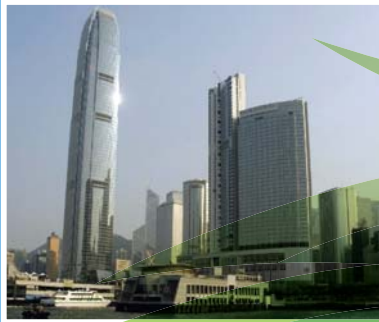


What is on Hong Kong's Harbour?

Land Use Study for Hong Kong's Harbour-front

**Summary
Report**



**December
2007**





In early 2007, Wilbur Smith Associates (WSA) and then later TMA Planning were commissioned by the Harbour Business Forum (HBF) to undertake a Land Use Study for Victoria Harbour to gain a clearer understanding of the current and proposed uses of harbour-front land. The full report can be found on HBF website: www.harbourbusinessforum.org. However, for ease of reading HBF has condensed the full Land Use Study into this smaller report.

Hong Kong arguably has one of the best waterfronts in the world. Our harbour is core to Hong Kong's heritage, an international icon and a source of inspiration and pleasure to those who live and work here. However, in many areas the harbour is inaccessible, and we do not maximise the full potential of harbour-front land. Much of the harbour is hidden behind skyscrapers, severely cut off by roads, or blocked by industrial buildings, temporary car-parks and bus stations which render many parts of the harbour completely inaccessible and un-enjoyable.

Many harbour-front areas, even when accessible, lack vibrancy. If people's needs and desires are not provided for on the waterfront then these harbour areas, no matter how well designed or planned, will continue to be lifeless. Many cities around the world have demonstrated how to create vibrant, accessible and connected waterfront areas. In Hong Kong we seem to find it difficult to create vibrant waterfront places that people can get to.

That said, waterfront areas like Aldrich Bay in Shau Kei Wan and North Tsing Yi's promenade are good examples of vibrant and accessible harbour-front areas in Hong Kong. Tsing Yi's wide, extensive promenade is very popular and is a joy to walk down. This promenade has been designed with

exercise in mind and there is a special jogging track, areas for tai chi, as well as shaded trees to keep you cool. This is a place with easy access, and people do enjoy spending time there.

Making the harbour an accessible and enjoyable place to visit is not only important in its own right, but also in the context of securing the range of benefits that the harbour provides to society and the economy. I hope that through this report you will gain a better understanding of what is on Hong Kong's harbour-front.

Jon Addis

Chair of the Harbour Business Forum Executive Committee



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About Harbour Business Forum (HBF)

HBF was formally launched in June 2005, due to a concern about how developments in and around our harbour could have a negative impact upon the future development of Hong Kong. HBF is now one of the biggest business alliances, with 121 business members – including 9 Patron Members, 30 Corporate Members, 53 Professional Members and 29 Supporting Members from business chambers and professional associations.

HBF is primarily a research driven think tank with a distinct, if discreet lobbying edge defined by its principles and objectives. These include the creation of an overarching agency for the harbour and the need for any harbour development to have greater access to the harbour. We have stated our support for the Harbour Planning Principles and called for their application to all future developments. Significantly, HBF's work has helped create a pluralistic approach to harbour issues

and HBF has based its strategic, long term decisions on a better knowledge on the economic, social and environmental challenges of the harbour. Our popular International Speaker luncheons have made available specialist expertise by sharing best practice. HBF has also organized a design competition, harbour walks, a waterfront conference and other activities that have all promoted harbour issues and have been informative, educational work.

However, much remains to be done in delivering our message and positively influencing the harbour planning process. The business community does have a long term interest in securing an attractive and vibrant harbour and the business community should be part of the harbour debate. In the future, HBF will continue to lead the business response, as well as help influence policy within the government through our research.

For further information please visit:
www.harbourbusinessforum.com

*Thanks go to Dick Groves, Alex White, Will Furniss and Joe Ma for photos used within this report.
Thanks also to Andrew Lawson for help with the editing.*

1. Background

In 1999, the Town Planning Board produced a vision statement setting out the planning goals for the Victoria Harbour. The vision statement is to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life. The Planning Department subsequently commissioned the Planning Study on the Harbour and Its Waterfront Areas 2003 (PSHWA) in December 1999 to translate the vision statement and a set of goals into the Harbour and Waterfront Plan so as to guide future developments along the waterfront areas and the Harbour. Under the Study, the harbour-front areas are zoned and proposed for various land uses including tourism, recreation, residential, industrial, port, government and marine. The Study recommends potential developments in particular for tourism purposes. In 2004, the Court of Final Appeal (CFA) handed down its judgment on the judicial review on the draft Wan Chai North Outline Zoning Plan (OZP) and established a presumption against reclamation which can only be rebutted by an overriding public need for reclamation. In 2005, the Harbour-front Enhancement Committee (HEC) further reviewed and revised the vision and mission statements, and the planning principles. The revised vision statement is to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life .

2. Study Area Assessment

The geographical coverage of the study area includes Hong Kong Island from the whole of the northern coastline with Siu Chau Wan point at the westernmost and Chai Wan at the easternmost point. On Kowloon side, it covers the southern coastline stretching from Ting Kau at Tsuen Wan at the westernmost and Lei Yue Mun at the easternmost. The Study area also covers the eastern and northern coastlines of Tsing Yi. The Study assess current proposed and proposed land uses for Harbour Districts in relation to the PSHWA, relevant Outline Zoning Plans (OZP s) and the latest government proposals. For ease of reference in this report we have divided the harbour in the following seven districts:

Kowloon: Kowloon East, Kowloon Central, West Kowloon, West Harbour

HK Island: Island West, Central and Wanchai, HK island East Central and Western, Wan Chai and Eastern

3. Overview of existing characteristics of the Harbour

- Port-oriented Facilities:** Hong Kong is the busiest and most efficient international container port in the world handling about 22.6 million twenty-foot equivalent units (TEUs) of containers in 2005. Container terminals are situated in Kwai Chung and Tsing Yi basin. Kwai Chung is situated in the western part of the Harbour and Tsing Yi Container Terminals situated at southwestern part of Tsing Yi Island. Apart from Kwai Chung and Tsing Yi, the Harbour also contains a number of other important areas for public cargo handling and logistics businesses, e.g. Kwun Tong public cargo working area, Cha Kwo Ling public cargo working area that handle the distribution of waste paper, and waste metal and timber respectively. These container ports are vital, not only for Hong Kong, but also for Southern China, as some 80 per cent of container traffic handled in Hong Kong is related to Southern China. The port of Hong Kong is also a major hub port in the global supply chain and is served by some 80 international shipping lines with some 500 container liner services per week to over 500 destinations worldwide.
- Marine-related Uses:** On average, some 230,000 ships, comprising both ocean vessels and river vessels for cargo and passenger traffic, visit the port of Hong Kong yearly. Within Hong Kong, there are 14 typhoon shelters providing a total of 423 hectares of sheltered space for the protection of local vessels and river trade vessels during typhoons and inclement weather conditions. The Harbour also has ferry and cruise terminals, moorings for barges and non-cargo handling ships. For example, New Yau Ma Tei Typhoon Shelter and Tsim Sha Tsui Ocean Terminal. Other marine-related facilities include the Royal Hong Kong Yacht Club in Causeway Bay.
- Tourism:** The main tourism waterfront hubs are located in Tsim Sha Tsui, Central and Wan Chai with substantial tourism-related components e.g. shops, tourist attractions, hotels, restaurants, landmarks, piazzas, and promenades. Examples include Avenue of Stars in Tsim Sha Tsui, Hong Kong Convention and Exhibition Centre in Wan Chai and Central Piers in Central.

- Recreation, Leisure and Cultural:** Some of the existing waterfront areas are used for district parks such as Hoi Sham Park, Sheung Wan Park and Quarry Bay Park. They provide substantial recreation-related facilities e.g. indoor and outdoor playgrounds, and piazzas and promenades for passive and informal recreational activities.
- Residential:** Residential developments are found in waterfront areas, e.g. private and public housing in Hung Hom, Tsuen Wan, Tsing Yi and North Point where landscaped promenades, open space and recreational facilities are provided for residential and public use.
- Commercial:** Commercial developments are located along many of the waterfront areas including Tsim Sha Tsui and Central. However, there certainly could be more. At Tsim Sha Tsui, a mixture of hotel, office, retail developments are found at the eastern and western parts. Commercial and retail uses like Shuk Tak Centre and IFC are found in Sheung Wan and Central.
- Industrial:** Clusters of industrial development are found along waterfront areas in Kwun Tong, Kowloon Bay, Hung Hom, and Shau Kei Wan.
- Government Facilities and Public Utilities:** Government uses such as sewage treatment works, government offices, wholesale markets, public toilets and recreational facilities. are found in many waterfront locations.

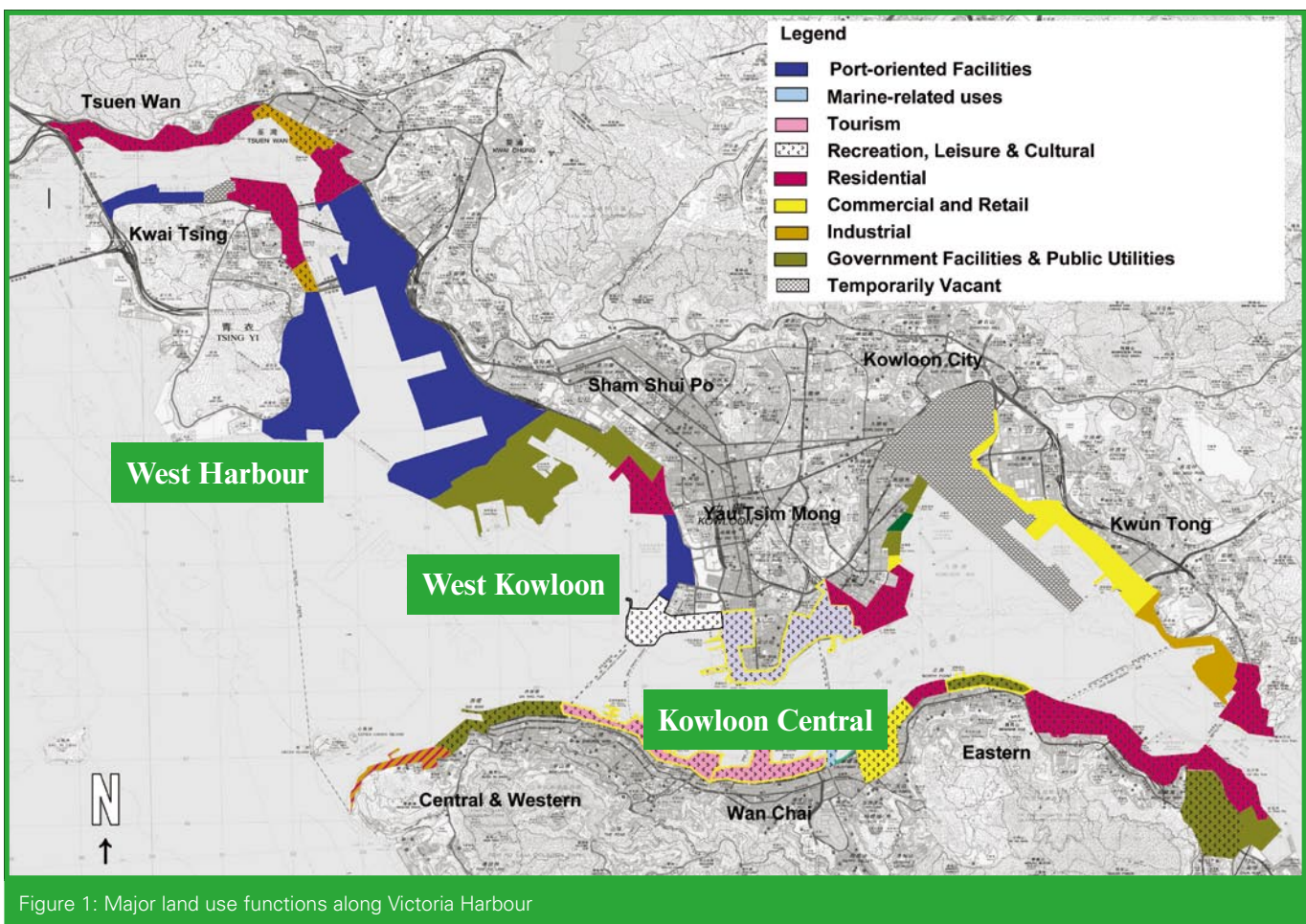


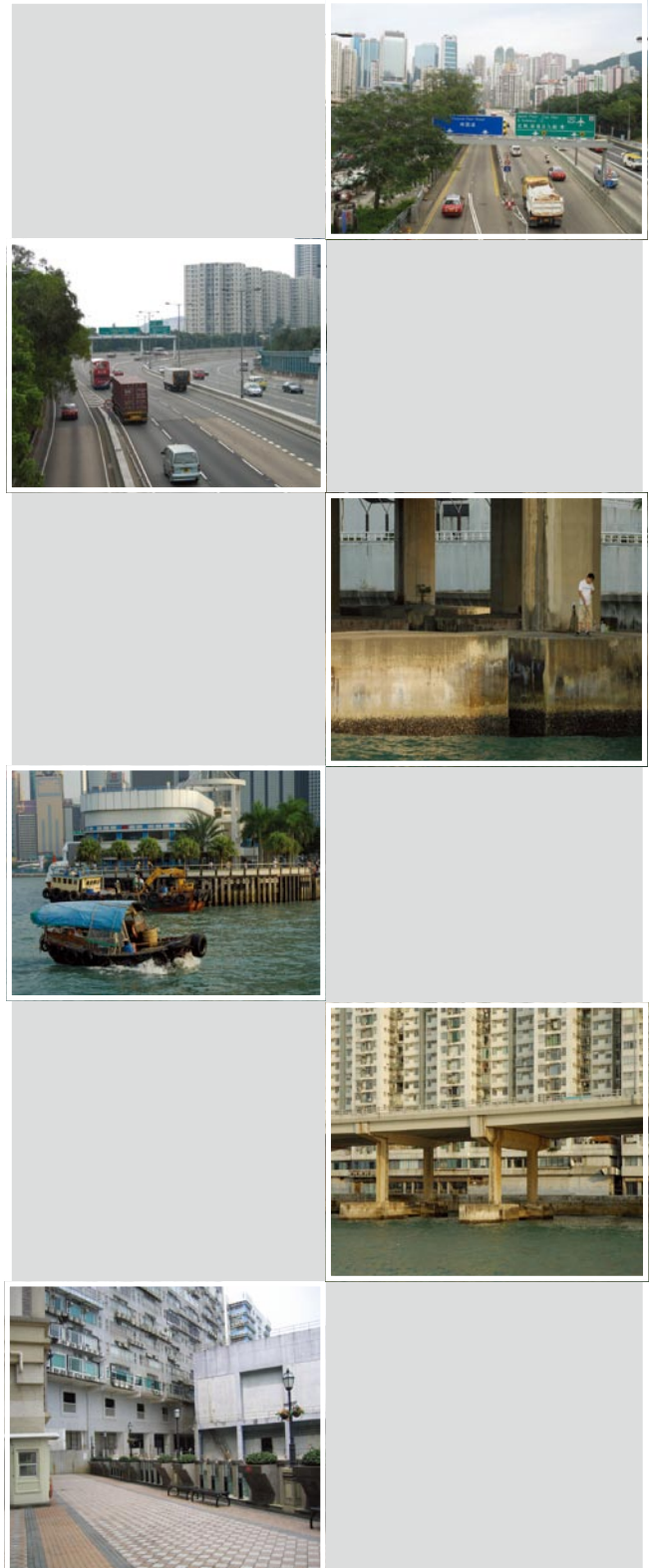
Figure 1: Major land use functions along Victoria Harbour

4. Key Findings

Accessibility: Very Poor

What is an accessible waterfront?

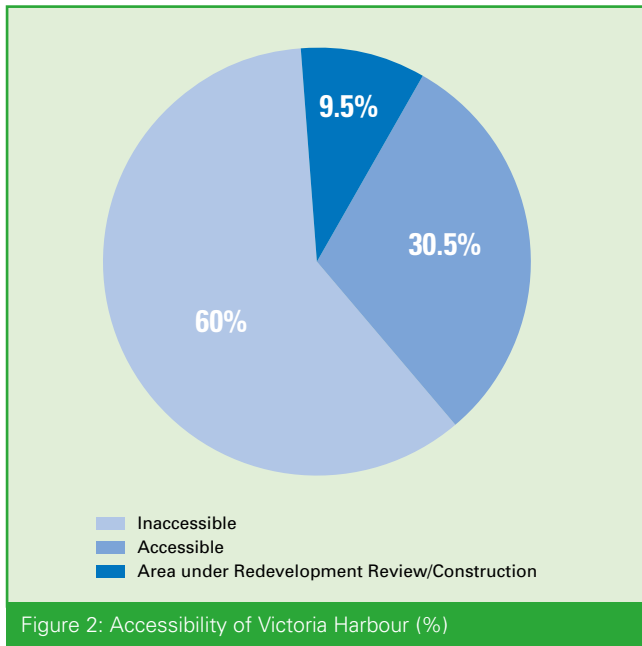
An accessible waterfront is one that is easy to get to, both by land and water. In Hong Kong, many public waterfront areas tend to be divorced from the hinterland and not accessible by water. There is an urgent need for water taxis, good landing piers, pedestrian links, promenades and attractive connections and corridors. Such links are particularly required between the waterfront and major parks: Hong Kong Park, Kowloon Park and Victoria Park. Links to the waterfront from commercial zones and residential districts also need improvement. It is expected that the Wan Chai redevelopment will offer further opportunities for re-integration of the hinterland with the Harbour, as will planned redevelopment sites near Oil Street, the North Point Estate Redevelopment, Yau Tong Bay redevelopment and Cheung Sha Wan waterfront.

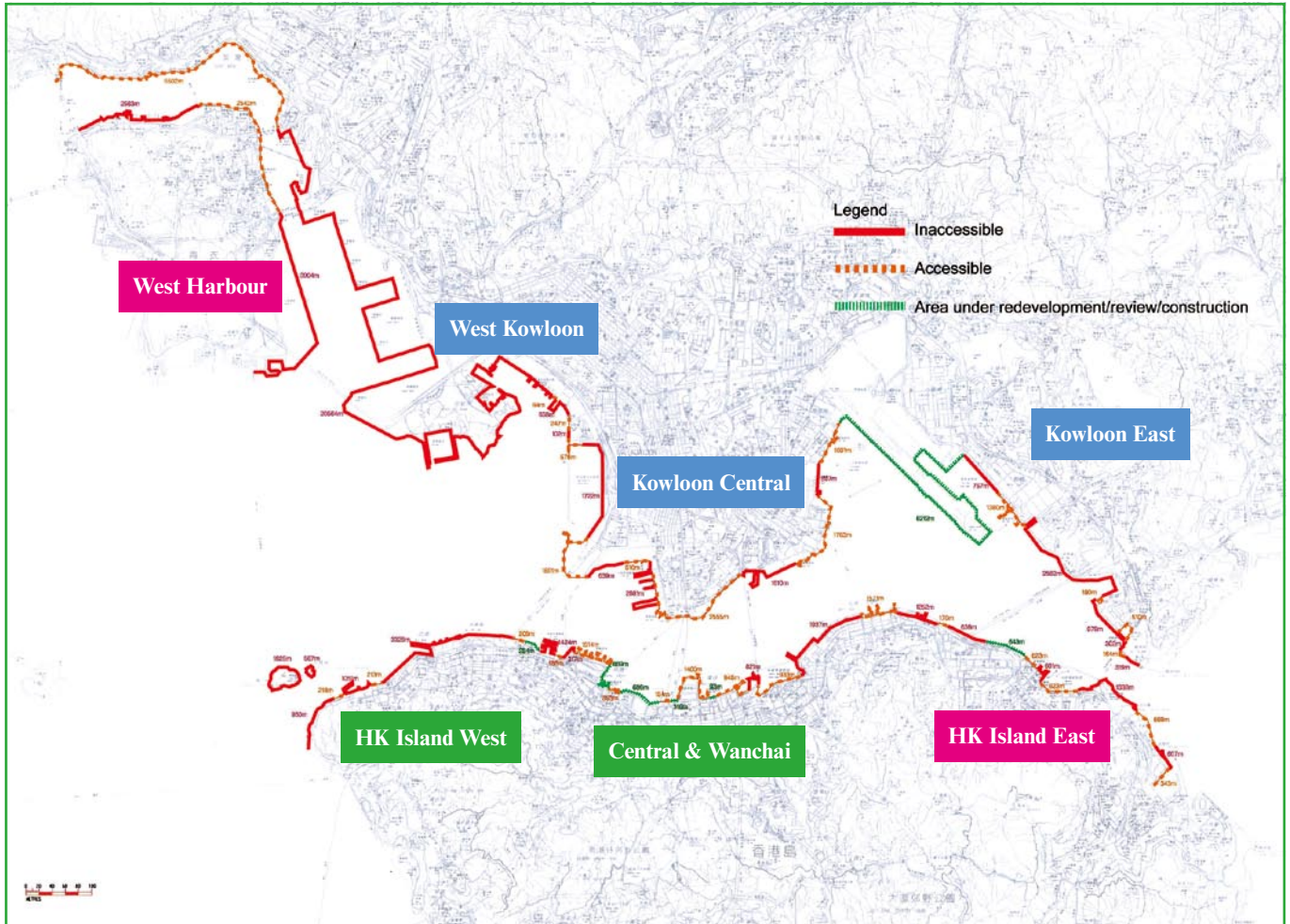


How accessible is our harbour?

- Some 60% of Hong Kong's harbour-front is inaccessible as many of the existing waterfront areas are severed by highways and roads. Examples include Kwun Tong Bypass and the East Island Corridor, both of which severely restrict access and cordon off entire districts from the Harbour.
- Only about 30.5% of the Harbour is accessible, with direct access found mainly in Tsim Sha Tsui, Hung Hom and Tsing Yi North-East coast where continuous waterfront promenades and landscaped areas are provided.
- The remaining 9.5% of Hong Kong's harbour is currently under development review or construction; e.g. Old Kai Tak Airport and West Kowloon Cultural District.
- Access along the waterfront is also blocked by features such as cargo working areas, sewage treatment areas, bus stops and utility installations. Options for improvement include removing such facilities or providing routes around them.

	Length (m)
Inaccessible	56,601
Accessible	28,790
Area under Redevelopment Review/Construction	8,903
Total	94,294





Source: http://www.harbourfront.org.hk/eInfo/pdf/hec_index.pdf

Figure 3: Accessibility of Victoria Harbour (Yellow/orange = Accessible; Pink = Inaccessible; Green = Area under redevelopment/review/ construction)

Connectivity: Very Poor

Currently, very few of the areas around Hong Kong's harbour are connected to each other. The few areas of connectivity that exist can be found mainly in Hung Hom, Tsim Sha Tsui, Tsing Yi North and East. Other smaller stretches are also found in the areas in front of the Hong Kong Convention and Exhibition Centre, the area in front of Heng Fa Tsuen and Quarry Bay.

HBF is concerned that few waterfront areas link-up. Ideally, a long term objective would be an accessible and usable pedestrian/cycle waterfront promenade on Hong Kong Island from Kennedy Town to Heng Fa Chuen and in Kowloon from Lei Yue Mun to Tsim Sha Tsui. HBF recognises that this cannot be achieved immediately and that the work will have to be done in phases. HBF further recognises that in some instances it may not be practicable, or economically viable, to have a 100% direct water frontage. There will be some existing buildings, be they Government or privately owned, where the cost of removal is not justified and these cases an alternative route, just off the waterfront, should be adopted.

Land Utilisation: Needs to be diversified

Variety is critical to any waterfront's success and there is a need to consider different ways to attract people to go to different destinations along Hong Kong's harbour. Among the many components to consider are open spaces, mixed-use developments, promenades, cultural activities, water access, and water transportation.

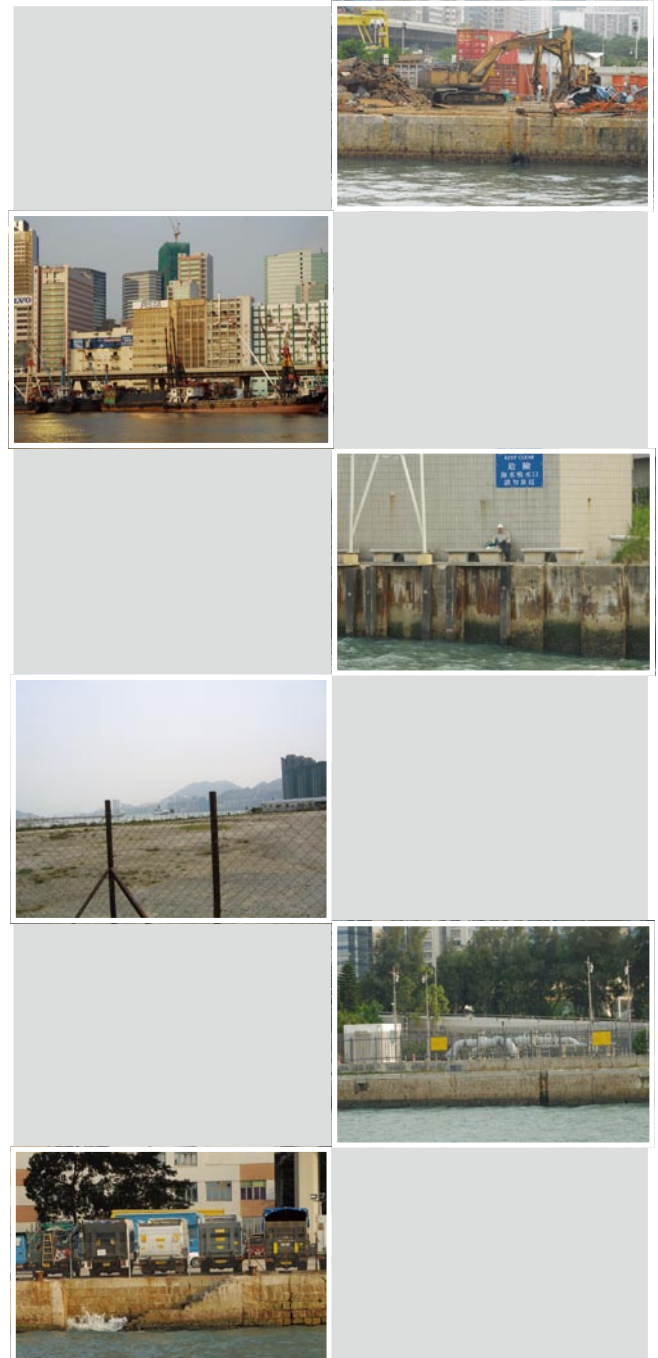
Land Use Compatibility: Needs to be improved

In terms of land use compatibility, this study has found that although many of the uses contained in the Government's Outline Zoning Plans (OZPs) and development proposals are compatible with the Harbour, many areas contain uses that are incompatible such as sewage treatment plants, refuse dumping, vacant plots of land and temporary uses such as open air car parking.

Areas with the best waterfronts in terms of land use compatibility, recreational facilities and activities are located in Hung Hom, Tsim Sha Tsui, Tsing Yi North and Wan Chai.

The Eastern part of Kowloon is considered to have one of the worst waterfronts, with many areas occupied by polluting industrial operations, cargo working area and a large tract of vacant land at the former Kai Tak Airport site where public access is restricted. The waterfront area in Eastern Kowloon is also cut off from the surrounding areas by the elevated Kowloon Bypass.

- As Hong Kong's harbour has historically been a port, there remains a need for the Harbour to accommodate further essential port-related uses, such as cargo working areas and typhoon shelters. The container port is the busiest in the world, handling more than 20 million TEUs (standard 20-foot equivalent unit steel ocean shipping containers) in 2003.
- The transport and infrastructure uses takes up 21% of the study area while vacant development land shares 11%. The green areas, which comprise grassland, scrubland and woodland, only take up 2% in total, while the open space areas share 6% (refer to Figure 4).
- Major incompatible uses include the KCRC freight-yard at Hung Hom and sewage screening plants.



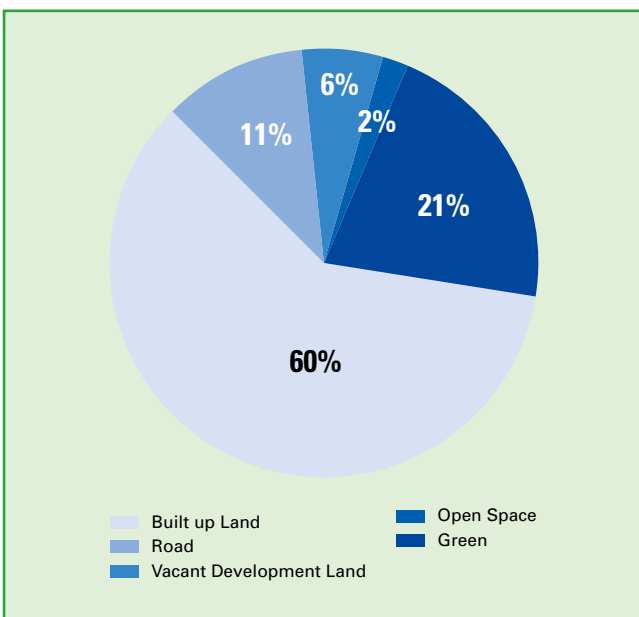


Figure 4: Land utilisation of the harbour-front (%)

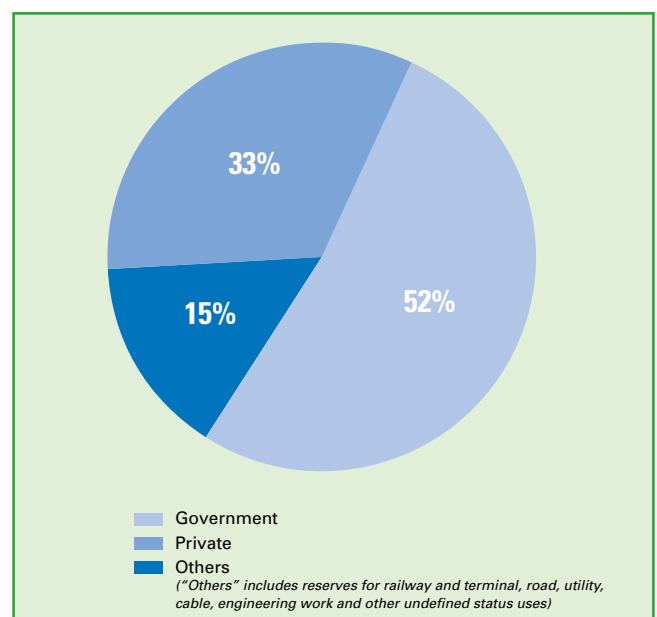


Figure 5: Land ownership of the harbour-front (%)

Encourage the adaptive reuse of older buildings

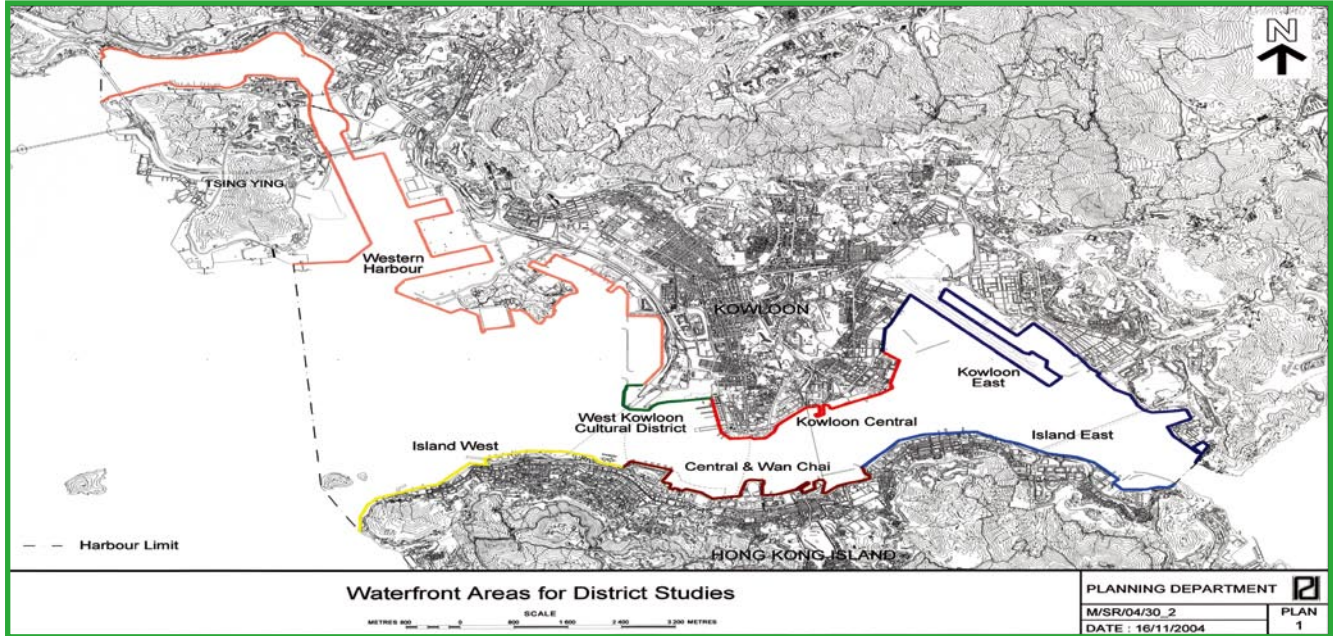
Encourage adaptive reuse of existing buildings

In order to help generate the necessary vibrancy and vitality along the waterfront there may be a good case for encouraging the adaptive reuse of existing buildings such as older, run down industrial buildings. In order to give the necessary incentives to the private sector, it is suggested that a premium free land use modification is offered for the lifetime of the refurbished building. It may be necessary, in exchange, to restrict any dealings on such land or buildings that benefit – in order to avoid the speculative element creeping in.



5. Overview of Current Land Uses and Latest Government Proposals

Harbour-front areas are divided into seven districts based on the recommended district-based approach outlined in the Harbour Planning Review.



Acronyms

CBD: Central Business District
CDA: Comprehensive Development Area
CEDD: Civil Engineering and Development Department
DPA: Development Permission Areas
GIC: Government/Institution/Community
Ha: hectares
O: Open Space
OU: Other Specified Uses
PCWA: Public Cargo Working Area
PDS: Potential Development Sites
PHO: Protection of the Harbour Ordinance
PlanD: Planning Department
PTI: Public Transport Interchange
RODP: Draft Recommended Outline Development Plan
TPB: Town Planning Board

What are OZPs?

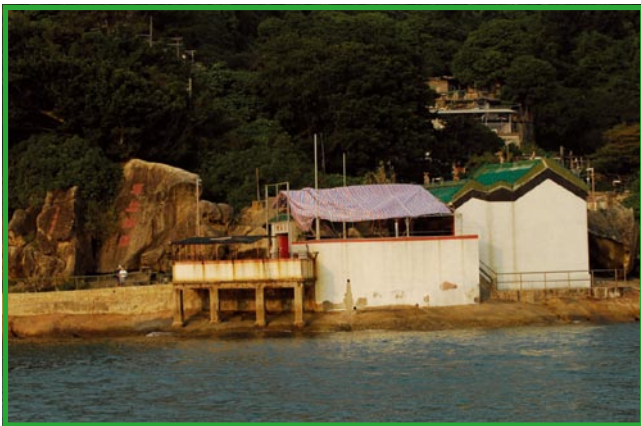
Outline Zoning Plans are statutory plans published under the provisions of the Town Planning Ordinance. OZPs show proposed land uses and major road systems. Areas covered by OZPs are in general zoned for uses such as residential, commercial, industrial, open space, government and community uses, green belt or other specified uses. However, there is no integrated OZP specially prepared for the Harbour.

A Vision of the Harbour: The Town Planning Board (TPB) first published the vision statement and goals for the Harbour in 1999. This was followed by the publication of the Government Harbour Plan in 2003 setting out a Harbour Plan framework and Waterfront Plan to guide the use of waterfront areas and preparation of Action Area Plans. The harbour-front Enhancement Committee (HEC) is established to advise the Government on the planning and design of harbour-front specific issues.

Town Planning Ordinance: The existing Town Planning Ordinance was first enacted in 1939. Since then, there have been a number of amendments including the introduction of an application system for planning permission in 1974; the extension of the statutory planning jurisdiction into the non-urban area; the provision of enforcement power against unauthorised development in Development Permission Areas (DPAs) and the establishment of an independent Appeal Board to deal with appeals against the TPB's decisions on planning applications in 1991. The Town Planning Amendment Act 2004 aimed to streamline the plan-making process and planning approval procedures, enhance the openness and transparency of the planning system, and strengthen planning enforcement control in the rural New Territories.

1) KOWLOON EAST

(Lei Yue Mun, Yau Tong, Kwun Tong, Kai Tak & Ma Tau Kok)



Lei Yue Mun is an important heritage site for Hong Kong and it is currently occupied by four traditional villages, seafood restaurants, several recreation and leisure facilities, and tourist attractions including the Tin Hau Temple. The area is surrounded by vegetated hill slopes zoned as a Green Belt and there is a landscape promenade around the Typhoon Shelter. Preserving the traditional character of the villages is of paramount importance.

However, hygiene conditions are poor along the main street where the seafood restaurants are located. Parts of the waterfront are blocked by public toilets, ball courts and village houses. The area is not well served by transport facilities and the Yau Tong MTR station is located over half a kilometer away. As well, there is no public pier and the area lacks an attractive waterfront promenade and facilities for such an important tourist and heritage destination.

Future Plans:

Lei Yue Mun Village is planned as a recreation zone under the 'Lei Yue Mun Waterfront Enhancement

LEI YUE MUN

Project'. The major planning intention is to give a facelift to the area as a popular tourist destination and to improve access to the area by sea. The planning of the OZP is to retain the characteristics of existing traditional fishing villages and seafood restaurants. Proposed improvement works include the provision of new public landing facilities near the seafood restaurants; construction of a viewing platform near the existing lighthouse with a landmark sculpture; and an overall improvement of the streetscape.

HBF Comments:

There needs to be more thought in how to get people to Lei Yue Mun both by land and water. It is suggested that the best way to enhance the seascape in this area is to create pathways at different locations along Lei Yue Mun waterfront so people are able to get closer to the water. It is also suggested that Lei Yue Mun should be served by a 'water taxi' service that would also serve other key areas around the Harbour. As this is likely to be the last remaining stretch of original shoreline on Kowloon, every effort should be made to retain the charm and character of this area.



YAU TONG



Yau Tong contains a variety of heavy industrial operations and marine-related activities including public cargo working areas and wholesale fish market. The area also contains several sites and buildings that are currently under utilised. The newly built Canary-side residential development on Shung Shun Street signifies the beginning of gentrification within the area. However, the presence of heavy industrial activities has resulted in significant environmental degradation to the area.

Future Plans:

The planning intention of the OZPs is to gradually replace the polluted industrial activities by comprehensive residential and commercial development. While the planning intention is to transform the area for residential purpose, there is likely to be difficulties due to existing industrial buildings and operations that require a waterfront location for loading and unloading, such as the public cargo working area and the wholesale fish market. Existing uses, such as the wholesale fish market, cement works, open car parking, industrial activities and timber yards along both sides of Tung Yuen Road, and Yau Tong Bay area, are zoned Comprehensive Development Area (CDA). Areas to the southwest of Sam Ka Tsuen Recreation Ground are planned for residential development. The north-western fringe of Yau Tong Industrial Area is zoned for commercial use.

HBF Comments:

The planning intention to transform the area into a residential and commercial neighbourhood would bring

significant improvement to the area. The proposed promenade would also enable the Lei Yue Mun waterfront to be linked to this area and thus enhancing the tourism and commercial value of the area. The area is in close proximity to the Yau Tong MTR Station. Consideration should be given to re-zoning old industrial buildings to residential. HBF believes that the introduction of a land premium would be beneficial to allow developers to transform the internal structure of an existing building to accommodate office or other commercial uses but at the same time, retaining the shell of the existing building. Under such a scheme, the Government could allow a developer to propose restoration, renovation or repair of the building shell, but not its destruction. The scheme would provide these advantages:

- Encouraging sustainable development by avoiding the environmental consequences of a major demolition (e.g., adding more materials to landfill);
- Preserving the historical character of the existing building and thus preserving the historical character of the waterfront;
- Allowing the developer to change the use of the renovated building for its lifetime without incurring a modification premium.

To do this, it might be necessary to restrict assignment after such premium free modifications to avoid undue speculative elements creeping into the process. It would then be possible to collect enhanced property taxes and rates on the renovated building, whilst at the same time positively encouraging sustainable development.



KWUN TONG



Kwun Tong contains a mixture of old and new buildings. Redevelopment of the area has replaced many old factory buildings with high-rise and modern buildings for non-polluting industrial, commercial and office uses. Kwun Tong Industrial Area is currently being transformed into a modern business centre while the Kowloon Bay area now contains new and modern commercial, office and retail buildings. The waterfront section is currently occupied by a public cargo working area. The entire length of the waterfront area is also occupied by the elevated Kwun Tong Bypass. The waterfront is not well served by public transport facilities and it would be difficult to attract sufficient visitors there. The Kwun Tong Bypass is a major elevated highway that is a visual eyesore for the area and severs the waterfront from the surrounds. The forecourt of the Kwun Tong Pier is poorly designed with few hard or soft landscape features.

Future Plans:

Kwun Tong South and Kowloon Bay are zoned for business and industrial uses. A continuous waterfront promenade is planned within area. The waterfront area alongside the Kwun Tong Bypass is planned for open space use to provide general recreational facilities for workers within the zone. The OZPs propose to develop the area into a new non-polluting business zone. Given the huge reservoir of “Other Specified Use” (OU-B) zoned redundant industrial land there is little need for

further land on the old Kai Tak Airport site to be zoned for the same commercial purpose. There are hectares of OU (B) land that will satisfy demand for decentralised offices for the foreseeable future. The existing cargo working area is planned for open space use. Industrial sites at the South Apron Corner of Ex-Kai Tak Airport are zoned for commercial use as an extension of Kowloon Bay Business Area. A site (HK Floor Mills Ltd) at the corner of Lai Yip Road and Hoi Bun Road and the existing open car parking to the east of Kowloon Bay are fast developing into an important commercial and retail locality. With transformation from industrial use to commercial use, the area is set to experience an overall improvement of environment. The OZPs provide opportunities to restructure the land use pattern so as to have business uses adjacent to the waterfront. A strip of open space is proposed by the OZP for the waterfront, which would improve accessibility and the environmental qualities of the waterfront. Identifying suitable relocation site for the Public Cargo Working Area (PCWA) would be difficult.

HBF Comments:

Pedestrian access from Kwun Tong should be pursued. Connectivity below the Kwun Tong Bypass should be investigated. It is suggested that there is a need to consolidate the working harbour towards Yau Tong so the Kwun Tong waterfront could be enhanced for public use.





Kai Tak Development (previously known as South East Kowloon Development) covers an area of about 328 ha, with a span of about 3.6km from the end of the former runway in the south to the inland area near Kowloon City. Development of this area was originally scheduled for implementation in the early 1990's. In the light of the judgment of the Court of Final Appeal ("CFA") on 9 January 2004, the Government has undertaken to re-plan the Kai Tak Development and review the relevant works to ensure that the development will be in full compliance with the CFA's requirements. Currently, the area is partly vacant and partly used for various temporary uses including open car parking and a bus depot. The area also contains several government buildings and recreational places.

Future uses:

On 17 October 2006, the Planning Department unveiled a revised blueprint of its plans for the old Kai Tak airport. Under those revisions, hotels would be scattered throughout the 328-hectare site, and flats aimed at housing 86,000 new residents would be built. The revised blueprint will also extend several "green corridors" from the main central park into the surrounding neighbourhoods of Kowloon City, Kowloon Bay and Ma Tau Kok. The revised plan includes the following features:

- Two cruise terminals, with the scope to add a third terminal if the need arises;
- A luxury hotel complex near the cruise terminals that would about seven storeys tall;
- An eight-station monorail linking the tourist hub with Kwun Tong;
- A stadium for 45,000 people;
- A "central park" to provide much-needed greenery;
- A 200-metre high public "viewing tower" near the tip of the runway; and

KAI TAK

- A new bridge likely to involve further reclamation of Victoria Harbour.

An incremental approach will be adopted in developing the new cruise terminal and tourism-related facilities at the southern end of the former runway. First, a new cruise terminal would be developed on a 7.6 hectares site earmarked at the southern end of the runway. Thereafter, the Government will offer land adjacent to the cruise terminal to the market for development of tourism-related facilities, such as hotels, shopping malls and conference facilities. Priority will be given to the new cruise terminal facilities to allow for their early completion. Other tourism-related facilities will proceed as the Kai Tak Development evolves. The Government will develop the new cruise terminal through an open tender. The successful bidder will, at its own cost, form the site as well as design, build, and operate the berthing and supporting facilities. This will include reconstruction of the existing seawall, and development of two alongside berths which can meet the need of mega-cruise vessels up to a displacement of 100,000 tonnes. The new Kai Tak blueprint was presented to the Legislative Council on 24 October, 2006 after review by the Town Planning Board.

HBF Comments:

This area has been lying vacant for many years and is essentially inaccessible to the public. The area is currently cut off from the main urban area by Prince Edward Road and the Kwun Tong Bypass and is poorly served by public transport faculties. The proposed cruise terminal should closely adhere to the Harbour Planning Principles and stakeholders' views. It is hoped that the residential and commercial plans should be fully sustainable (including, at the very least, covering the costs of the Kai Tak development as a whole). Finally, vibrancy in the metro park must be activated in a commercial way. After all, it is the interaction between business and visitors that makes a truly vibrant development.



2) KOWLOON CENTRAL
(Hung Hom, Tsim Sha Tsui)



HUNG HOM

Development Area and adjoining open space fronting Hung Hom Bay, land zoned “Residential (Group A) 2” along Hung Luen Road and the Tai Wan Shan Park. There are also proposals for enhancement of the public realm and measures to improve connectivity of the Hung Hom harbour-front area. The Hung Hom District Study, as part of the Harbour Plan Review, began in December, 2006, to formulate a comprehensive district plan to guide the planning and design of the Hung Hom harbour-front area with a view to creating an attractive, accessible and vibrant waterfront for public enjoyment and integrating the new development areas with the adjoining waterfront districts and Hung Hom hinterland.

HBF comments:

The proposed waterfront open space will not only provide excellent scenic corridors for public enjoyment but also will serve as visual relief to the adjacent and proposed densely-packed developments. The KCRC Freight Yard and International Mail Centre are incompatible with the adjoining uses along the harbour-front. HBF suggests that the Tsing Yi North promenade is a good example of a design feature that should be considered when enhancing Hung Hom's waterfront.

Hung Hom has undergone a change recently from an area that was considered suitable for light industrial uses, to an area considered to be a prime waterfront location both for residential and commercial use. There are currently few facilities provided for residents and visitors at the waterfront. The concourse of the ferry pier and the bus terminus are poorly designed with few landscaped features. There are no shaded walkways and there are many barriers along the harbour-front.

Future uses:

HungHom District Study: Stage 2 Public Engagement Programme of the Hung Hom District Study was launched in August 2006. A revised land use framework and enhancement proposals have been formulated mainly for four Potential Development Sites (PDS) along the Hung Hom harbour-front. They cover land currently occupied by the KCRC Freight Yard, the International Mail Centre, the Comprehensive





TSIM SHA TSUI

Tsim Sha Tsui is a vibrant commercial and retail centre of Hong Kong that attracts many local and overseas visitors. It is the CBD area for Kowloon Peninsula.

Recently completed and proposed tourism projects and major developments in or near Tsim Sha Tsui include: Tsim Sha Tsui Promenade Beautification Project, Refurbishment of Centenary Garden, development of the Former Marine Police Headquarters into a heritage tourism attraction, Tsim Sha Tsui Piazza Project near the Star Ferry Pier and the future cultural development in West Kowloon. It is hoped a better integration of these developments and other existing attractions will enhance the overall attractiveness of Tsim Sha Tsui.

According to the OZPs, the intention for Tsim Sha Tsui is to develop the area as a functional hub with a variety of activities especially to further enhance its role as a tourism node for Hong Kong.

The eastern section of Tsim Sha Tsui is dominated by hotels, office, commercial and cargo handling activities. The southern section of Tsim Sha Tsui is a tourism, recreational and cultural hub with a number of tourist attractions. The area contains a long stretch of waterfront promenade offering panoramic view of the Harbour and the skyline of Hong Kong. A number of port and marine-related facilities, commercial buildings and shopping malls are located at the western edge of the area. There are currently no opportunities for the public to get physically close to the Harbour. On the western part of the area, the waterfront is blocked by Harbour City and China Hong Kong City. Currently there is a poor standard of facilities such as kiosks. Overall design standards could be improved. The recent addition of an open-air cafe adjacent to the main entrance of Ocean Terminal has turned this part of the development into a popular dining area.

Future uses:

Tsim Sha Tsui is proposed for tourism development. The existing International Mail Centre (IMC) and KCRC Freight-yard site near Hung Hom are proposed to be relocated from their current waterfront sites to make way for recreational, tourism and commercial uses. The waterfront section between Tsim Sha Tsui East and the New World Centre is being considered for potential widening to increase the pedestrian carrying capacity. The existing Ocean Terminal and some older commercial buildings are proposed to be redeveloped or upgraded. There is also a

possibility for the relocation of the China Ferry Terminal. The rooftops of Star Ferry Pier and Ocean Terminal are being considered for the provision of public open-spaces and viewing platforms. The bus terminus area opposite to the Star Ferry Pier is planned for a pedestrian piazza. Additional outdoor activities are being proposed for the open space area to the east of Cultural Centre and waterfront dining areas are to be provided along the promenade. The former Marine Police Headquarters is zoned CDA", with the expectation that the compound will be preserved, restored and converted into a heritage tourism facility. According to the Tourism Commission's latest studies, the existing Public Transport Interchange (PTI) outside the Star Ferry Pier should be developed as an open plaza. The new PTI will be constructed in Tsim Sha Tsui East with landscaped podium, hard and soft landscaping, covered viewing decks and refreshment kiosk. The Tourism Commission also proposes to replace two footbridge ramps in Tsim Sha Tsui East with lifts and to carry out aesthetic enhancement to improve the accessibility and environment of Tsim Sha Tsui East.

HBF comments:

As Tsim Sha Tsui is such an important retail and commercial centre for Hong Kong, the waterfront ought to contain more retail and entertainment facilities such as souvenir shops, outdoor cafes and restaurants, and outdoor performance and exhibition venues. Currently, the area is lacking in activities and vibrancy particularly along the Salisbury Road area. While the waterfront promenade along Salisbury Road has undergone physical and landscape improvement works, there are still very few opportunities for visitors and the public to 'engage' with the Harbour. The KCRC Freightyard currently acts as a major physical and visual barrier to the waterfront at Tsim Sha Tsui East and its removal would significantly enhance the district by enabling the development of a continuous waterfront promenade from Hung Hom and Tsim Sha Tsui East. Removal of the freightyard also offers the opportunity for a proposed floating attraction. Redevelopment of the PTI in front of the Star Ferry Pier into a public open piazza would significantly improve the urban design of this prominent waterfront area. The footbridge enhancement works proposed by the Tourism Commission in Tsim Sha Tsui East would improve the accessibility and the environment of the area physically and visually. While Harbour City serves as a popular and important shopping complex for Hong Kong, there ought to be more opportunities to view and access the waterfront.



3) WEST KOWLOON

(West Kowloon Cultural District, Yau Ma Tei, Tai Kok Tsui, Cheung Sha Wan, Stonecutters Island)

WEST KOWLOON CULTURAL DISTRICT (WKCD)



West Kowloon Cultural District(WKCD)is zoned as a tourism node with cultural and entertainment uses. The promenade enjoys an excellent panoramic view of the Harbour but is not accessible by water and is lacking in facilities for visitors. Apart from the promenade, the area is currently very barren with little vegetation and landscaping. However, the area is adjacent to the planned Kowloon Station transport hub which will offer a range of public transport facilities including MTR, Airport Express, Cross Boundary buses, and public buses. The locality has been lying vacant for many years and is currently cut off from the surrounding urban areas due to lack of proper transportation and pedestrian facilities. The Government aims to develop this large piece of vacant site into an integrated arts, cultural and entertainment district in West Kowloon. The PSHWA Study proposes a number of tourism uses and activities including a world-class performance venue, museum complex, themed entertainment development, theatres/studios, hotels and events plaza.

Slowly taking shape at the Kowloon MTR station in West Kowloon are: a 14-hectare development called Union Square that will be home to a 118-storey commercial tower called the International Commerce

Centre (ICC), a one million square foot deluxe shopping mall called Elements, two top-end hotels with 700 rooms and serviced apartments covering one million square feet of space. The area is now partially vacant and partially occupied by temporary uses such as an outdoor drive-in cinema, waterfront promenade and open car parking. Occupying an area of 36,000 square metres, the West Kowloon Waterfront Promenade (the Promenade) is situated at the southern tip of West Kowloon with its entrance at the junction of Austin Road West and Nga Cheung Road, in Tsim Sha Tsui, Kowloon. The Promenade has been fully open to the public from 1 February 2007. Facilities include a 400-metre timber boardwalk, a semi-covered viewing deck, a sand pit, a children's play area, landscaped areas, and a 700-metre cycling track.

Future uses:

The project site is about 40 ha, with a span of about 1.4km from Canton Road in the east to the waterfront near the Yau Ma Tei Typhoon Shelter. The Government's vision for West Kowloon is that it will be an integrated world-class arts, cultural, entertainment and tourism district with a must-visit appeal to both local residents and visitors. However, many people think that it is vital for the government to revisit its cultural blueprint before deciding to build museums



WEST KOWLOON CULTURAL DISTRICT (WKCD) (continued)

and cultural venues in the area. A Consultative Committee (CC) chaired by the Chief Secretary of Administration and three Advisory Groups have been set up to formulate the way forward for the WKCD. On 13 September 2007, the government launched a three-month public consultation after unveiling its latest plan for the controversial West Kowloon Cultural District development (WKCD). Under the plan, HK\$19 billion will be assigned for a proposed WKCD statutory authority to build the arts and cultural facilities, while the recurrent income from the commercial part of the complex will offset the facilities' operating costs. The site's outline zoning plan will be submitted to the Town Planning Board for approval by the fourth quarter of 2008. The re-launched project has a plot ratio of 1.81 and the height of buildings is limited to 100 metres – both significantly lower than in the previous plan. Of the 40 hectares on the site, 23 hectares will be open public space. For the development zone, 43 percent of the gross floor area will be residential, office towers and hotels, 41 percent will be arts facilities and museums, 16 percent will be retail, restaurants and entertainment space. To ease the stress on existing venues, 17 performing arts venues will be built in two phases, with 12 completed by 2015. Transport linkages between the area and Tsim Sha Tsui are to be enhanced by a monorail or tram.

HBF comments:

The West Kowloon development is of the utmost importance to the development of Victoria Harbour and to Hong Kong. Therefore, its arts and cultural facilities should not be considered in isolation to the other cultural facilities provided in Hong Kong, but should be designed in a strategic and integrated manner.



HBF considers that a cluster of 17 venues planned for West Kowloon is excessively concentrated and more consideration should be given to diversifying some of these arts and cultural facilities to other districts. Holistic and integrated planning for the assessment of all territorial needs, both on and around the Harbour is essential to ensure optimisation of land use.

The temporary promenade in WKCD shows what can be done without huge expense. More importantly it clearly demonstrates the vital point about having good, at grade, pedestrian access. However, very few people visit this promenade because of a lack of publicity and that there are marginal facilities available. There is a need to access the WKCD from the water. This could be done via more ferry links (or water taxis) to and from West Kowloon and HBF suggests that more landing steps and piers be built along WKCD's waters edge. It is hoped that any unsightly features are of a temporary nature. Once the area is fully developed there should be a range of retail, recreation, and public transport facilities provided.

The role of the dedicated agency that implements and manages the WKCD is Ultimately, there should be only one agency (or some sort of Harbour Authority) that coordinates the management of the Harbour as a whole. could be expanded in due course to cover the whole-of-harbour responsibility. HBF urges the Government to consider carefully the structure of the WKCD agency to ensure that an expanded role could be accommodated. This would avoid unnecessary duplication and wastage of resources in the establishment of a second harbour management agency.

YAU MA TEI



The Yau Ma Tei area is currently occupied by a Public Cargo Working Area (PCWA), several government buildings and key infrastructure facilities.

Future Plans

The PSHWA (2003) proposes replacing the existing Yau Ma Tei Typhoon Shelter with recreational and tourism venues for events and festivities. The existing PCWA is planned to be removed and transformed into a waterfront promenade that connects the area with the WKCD to the south and Tai Kok Tsui to the north. Water quality would be improved by the removal of the PCWA.

The general planning intention of the OZP for Yau Ma Tei is to retain the existing uses for port-related activities and infrastructure uses. The status of the

district as being a traditional working harbour gives it considerable heritage value. Currently, the waterfront is cut off from the rest of the urban areas by major road and rail infrastructure. Environmental conditions are extremely poor due to the presence of cargo handling facilities and the typhoon shelter. However these also provide essential services to Hong Kong. There are no proper pedestrian facilities provided along the waterfront.

HBF Comments:

While it is recognised that the typhoon shelter provides an important function for the Harbour, the general environment ought to be improved and proper pedestrian facilities provided. There should be a continuous promenade to connect it with the surrounding areas.





TAI KOK TSUI

Tai Kok Tsui area comprises a mixture of residential, marine-related and government uses. The area is zoned for residential use.

Future Uses:

The existing container storage area and the Marine Police Operation Base are to be relocated to make way for a waterfront hotel and residential developments respectively. Removal of these would also enable a continuous waterfront promenade extending from Yau Ma Tei to Cheung Sha Wan. The jetty located in front of the container storage area is suitable for recreational use. According to the OZP, the existing open car-parking site is reserved for residential development. A small stretch of waterfront promenade is planned along the residential developments at the southern corner.

The area contains several recently completed residential developments, which has transformed its character. A landscape promenade is proposed along the waterfront, which enjoys a scenic view of the Harbour. Nam Cheong Park is located to the east of the waterfront and is connected via a footbridge. There is a container storage operation and water pumping station along the waterfront that prevents a continuous promenade being built. The area is severed from the hinterland by the West Kowloon Highway and is poorly served by public transport facilities.

HBF comments:

This area serves as a transitional zone between the port related facilities to the north and the residential development to the south. As such, there is inevitably a certain degree incompatibility of land use.



CHEUNG SHA WAN



The area is predominately used for Wholesale Food and Fish Markets at the eastern section and infrastructure at the western section. The West Rail Nam Cheong Station is nearby.

Future Uses:

Residential use is proposed for Cheung Sha Wan area. Under the Housing Department's Cheung Sha Wan District Restructuring Scheme, the existing Cheung Sha Wan Wholesale Food and Fish Markets are planned for private housing with office developments. Additional open space is also proposed in the form of waterfront park on the existing Wholesale Food and Fish Markets. The area to the north of the wholesale markets is zoned for government use. According to the OZP, residential

development is planned around the West Rail Nam Cheong Station. The Cheung Sha Wan Wholesale Food and Fish Markets and the cargo container handing activities, which occupy the prime waterfront locations, are to be retained.

HBF comments:

The area is visually and environmentally affected by the container storage and ship repairing activities to the south and the north. Public access to the waterfront area is restricted due to the presence of the Wholesale Food and Fish Market and the ship repair yards.



STONECUTTERS ISLAND



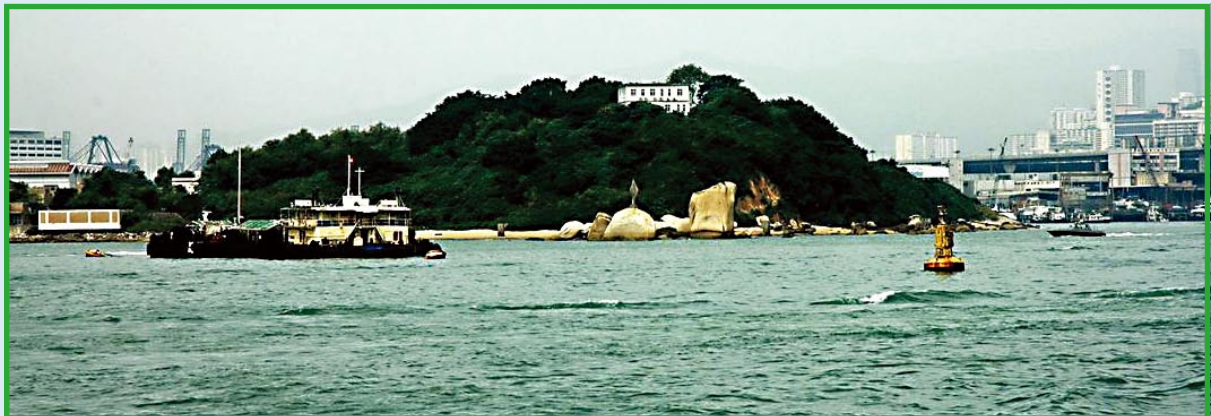
Stonecutters Island is occupied by port and marine-related facilities, GIC, PLA Naval Base, Bus Depot and Ngong Shuen Chau Barracks. The area is zoned for government use. About two kilometres of natural coastline of Stonecutters Island and the attractive landscape features are preserved.

Future Uses:

According to the OZP, two sites bounded by the Hing Wah Road and Lai Po Road are zoned for low-rise industrial development such as a bus depot, information technology, telecommunication industries and office related use.

HBF comments:

The existing and proposed government uses for Stonecutters Island are essential for the operation of the Victoria Harbour and Hong Kong in general and are therefore important to the economy of Hong Kong. The area is poorly served by public transport facilities and is severed by the West Kowloon Highway and Route 8. This area has little tourism or recreational values.



4) WEST HARBOUR

(Kwai Chung West, Tsing Yi North, East & South, Tsuen Wan West, Ting Kau)

KWAI CHUNG WEST



Kwai Chung West is primarily occupied by the Kwai Chung Container Terminals and several supporting logistics buildings. The northern section comprises GIC facilities, Tsuen Wan Chinese Permanent Cemetery, cargo handling and industrial activities. The area is remote from residential, commercial and retail development. The Kwai Chung Container Terminals are zoned for port use. The area contains a large expanse of flat reclaimed land ideal for major development or redevelopment but is poorly

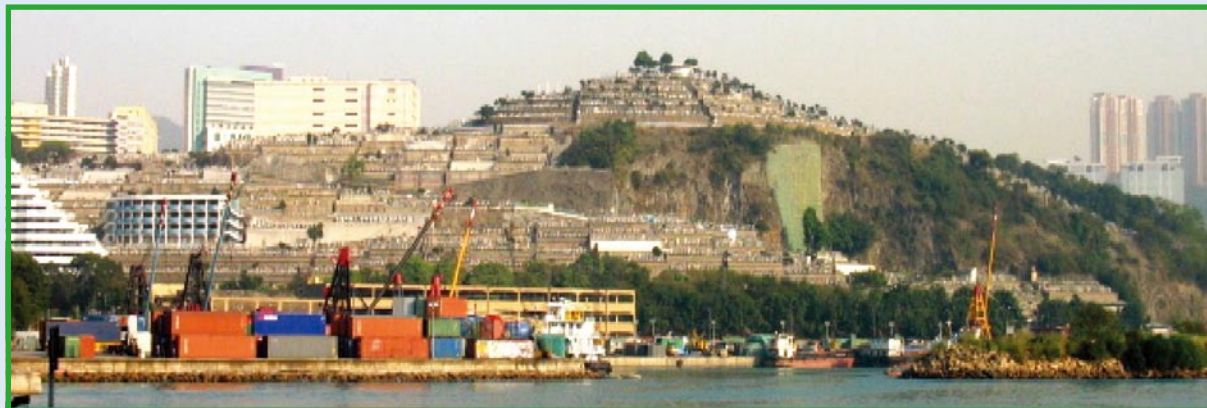
served by public transport facilities and is severed from the main urban area by Tsing Kwai Highway. The current port and related activities are vital for the economy of Hong Kong and therefore the usages are deemed compatible with the Harbour.

Future Uses:

According to the OZP, a site at the corner of Kwai Yue Lane is zoned GIC (Government/Institution/Community).

HBF comments:

This area has little tourism or recreational values.



TSING YI NORTH AND EAST



The major land uses are shipyard activities, residential development, open space, recreational and industrial uses. The existing shipyard area at the North is zoned for recreational use. Due to the physical constraints of steep terrain and heavy traffic flow (and its associated air pollution impact), the area is planned for passive recreation only with large numbers of trees. The rest of the area is zoned for residential use and contains one of the best residential waterfront areas for Hong Kong, providing a range of recreational activities for the local residents. The waterfront is well served by

public transport facilities, including the Tsing Yi MTR Station and public buses. The core of shopping and entertainment facilities located on the waterfront at Maritime Square forms a magnet to the district and to the waterfront in particular. However, the waterfront promenade is abruptly cut off at the western end by the ship yards and the industrial activities at the south eastern end.

Future uses:

According to the OZP, a large piece of vacant land is zoned O (Open Space) and GIC uses (Government/Institution/Community). The GIC use is to cater for the needs of local residents. The open space use is for district open space purposes as part of the waterfront promenade and to serve as a noise buffer. The industrial buildings to the south are to be gradually phased out by non-polluting business uses.



TSING YI NORTH AND EAST (continued)

lots of people happily fishing. The whole promenade is about 3-4 km long and so you can get a good walk in. The only improvements we can suggest is that there should be more than 1 restaurant with outside seating, more outdoor cafes and some beverage and snack kiosks. Otherwise, the HBF would like to see more promenades around the harbour like this one.

Tsing Yi promenade was built in 2004, and is located along the eastern *seafront* of *Tsing Yi Island*. It faces the *Rambler Channel*, from *Greenfield Garden*, through *Tsing Yi Pier* and *Maritime Square* to *Cheung Fat Estate*. Developers in this area include the government, a MTRC joint venture with Sun Hung Kai and Cheung Kong Holdings.

HBF comments:

Tsing Yi's promenade is a good example of a vibrant and accessible harbour-front in Hong Kong. Tsing Yi's wide, extensive promenade is very popular and is a joy to walk down. This promenade has been designed with exercise in mind and there is a special jogging track, areas for tai chi, as well as shaded trees to keep you cool. All along are prettily planted Bougainvillea and benches to enjoy the view, plus many children parks and





TSING YI SOUTH

HBF comments:

The existing and proposed port use for Tsing Yi South is vital for economy of Hong Kong and is therefore considered compatible with the Harbour. The area currently has little tourism or recreational value.

The area is dominated by heavy port and marine-related uses and is zoned for port use. The area is remote from residential, commercial and or retail development and is currently poorly served by public transport facilities. However, it contains a large expanse of flat reclaimed land ideal for development or re-development.

Future uses:

The OZP intends to retain the waterfront area for port-related activities.



TSUEN WAN WEST



Tsuen Wan West is occupied by residential, recreational, industrial, commercial and GIC uses. The waterfront comprises a long strip of promenade, Tsuen Wan Ferry Pier, Tsuen Wan West Rail Station and several GIC facilities. The area is zoned for residential use and the waterfront area enjoys a panoramic view of the Tsuen Wan Bay. However, there are currently few facilities provided at the waterfront and the area is also lacking in soft and hard landscaping. As well, it is cut off from the main Tsuen Wan urban area by the elevated Tsuen Wan Road.

Future uses:

The waterfront area is to be extended as a small waterfront park for the Tsuen Wan Park. According to the OZP, a site at West Rail Tsuen Wan West Rail Station and two adjoining sites are zoned for CDA use for commercial and/or residential developments. Several stretches of open space areas are planned along the waterfront serving the needs of local residents as well as the general public. Upon the completion of the CDA development above and around the Tsuen Wan West Rail Station, the area will become more vibrant. There is potential to create a continuous waterfront promenade linking connected to Ting Kau Bridge to the west.

HBF comments:

The proposed park extension at the Tsuen Wan Park would significantly enhance the waterfront. The proposed CDA development above and around the Tsuen Wan West Rail Station could further make use of the waterfront area and generate more social and economic activities to the area.





The Ting Kau area is occupied by several medium- to high-rise residential developments at the eastern section and a stretch of informal villas, villages and beaches at the western section. A new hotel apartment is located on the headland beneath the approach to Ting Kau Bridge. The area enjoys scenic views of Tsuen Wan Bay, Ting Kau Bridge and Tsing Ma Bridge but the water quality at Approach Beach and Ting Kau Beach is heavily polluted and the beaches are not suitable for swimming.

Future uses:

Ting Kau is zoned for recreational use and the general planning intention for Ting Kau is for it to retain its existing status for low-rise and low-density residential development. Due to the steep hillslopes, low-key

TING KAU

footpath is proposed to access the sandy beaches along the waterfront areas.

HBF comments:

There is potential for creating a continuous waterfront promenade connecting Ting Kau Bridge from the west to the Tsuen Wan Riviera Park in the east. HBF suggests that recreation and tourism uses, including hostels or holiday bungalows and outdoor recreation facilities, are appropriate for the strip of land between Castle Peak Road and the waterfront area. A caf and a waterfront sitting out area are also suggested at the headland beneath Ting Kau Bridge.



5) ISLAND EAST

(Chai Wan, Shau Kei Wan, Quarry Bay, Causeway Bay, North Point)

CHAI WAN

Future uses:

According to the OZP, the waterfront area at the cargo-handling basin is zoned for OU for a funeral parlour; however, there is no development programme yet.

HBF comments:

The waterfront promenade has very few recreational facilities and it is therefore difficult to attract visitors other than local residents. The Coastal Defense Museum is isolated and difficult to access. There is a need for improved linkage from sea-level. There is potential to provide a continuous waterfront promenade linking the Heng Fa Cheun area with Shau Kei Wan Typhoon Shelter. It is suggested that the bus park should be moved underground. In order to preserve the natural aspect of the waterfront any future developments should be done sensitively. It is suggested that this area be further linked up by a water taxi service.



The Chai Wan area contains a number of historic sites. To the west is the large comprehensive private residential complex of Heng Fa Chuen. To the east is Chai Wan Cargo Handling basin with New World Bus Depot, the Government Logistic Centre, an oil depot and other industrial buildings. The Redoubt of Lei Yue Mun Fort and the Historical Trail are major historical and recreational resources for the District. Chai Wan is zoned for recreational use. The open car-parking sites to the south and west of the New World Bus Depot are for industrial use. The area contains the popular Hong Kong Museum of Coastal Defence and Lei Yue Mun Park and is well served by public transport facilities including the Heng Fa Chuen MTR Station. The waterfront promenade in front of Heng Fa Chuen enjoys a panoramic view of the Harbour but is currently disconnected by the oil depot, recycling industrial operation and the Government Logistic Centre at Chong Fu Road. Sites are also being used for temporary parking purpose.





The Shau Kei Wan area is dominated by private and public housing developments and is zoned primarily for residential use. The waterfront area in front of Lei King Wan Estate contains the Soho East area with restaurants and cafes and is a popular dining area. The continuous waterfront promenade is a popular area for local residents but the restaurants and cafes are severed from the waterfront by Tai Hong Street. This problem could be resolved by implementing traffic calming measures such as pedestrian and vehicular-shared surface. The area is not within easy walking distant from the MTR. Industrial buildings and shipyards at the eastern end unfortunately sever the continuous waterfront promenade along the Shau Kei Wan Typhoon Shelter. These buildings and activities, along with a sewage screening plant and a wholesale fish market, are clustered at the eastern section along Tam Kung Temple Road and are symbolic of Victoria Harbour as a Working Harbour .

SHAU KEI WAN

Future uses:

A waterfront promenade, open space and public housing estate are planned for the Aldrich Bay Reclamation. A continuous waterfront promenade is proposed along the shore to link with the Quarry Bay Park and Aldrich Bay.

HBF comments:

There is potential to provide a continuous waterfront promenade linking the Shau Kei Wan Typhoon Shelter with Heng Fa Cheun. This could be done via the use of cantilever and board walks. A Fisherman's pier maybe a good idea for docking and berthing in this area. It is suggested that short-term leases for shipyards be normalised , rather than getting rid of them. Opportunities exist for enhanced connectivity via linking through government land.



QUARRY BAY



Hygiene Department Quarry Bay Vehicle Depot and the Traffic Hong Kong Island Quarry Bay Vehicle Pound are reserved for open space use for recreation activities and planting areas. The Fireboat Alexander Grantham located in the Quarry Bay Park Phase I is planned to be a museum to promote the history of Hong Kong marine fire service.

HBF comments:

The proposed cultural, commercial, leisure and tourism-related uses along Hoi Yu Street north of the Eastern Harbour Crossing Tunnel portal could transform and upgrade the overall area into a more vibrant area. The proposed Fireboat Alexander Grantham Museum will be a key landmark and tourist attraction within the Quarry Bay Park Phase I. The waterfront promenade will be more vibrant with the added features. The park measures around 9.79 hectares in size and includes a 7-a-side Artificial Turf Football Pitches, Basketball Courts, Children's Playground, Jogging Trail, Cycling Track, Fitness Stations, Seafront Promenade, Tai Chi Garden, Lookout Towers and Kiosk. However, poor access to it means that it is not used to its capacity.

Quarry Bay Area is occupied by the Quarry Bay Park, the Island Eastern Corridor, government buildings, commercial and residential developments. The waterfront area is largely inaccessible to the public particularly at the western part of the area due to the presence of the IEC. The western section of the prime waterfront area is occupied by a temporary public filling barging point, MTR Quarry Bay Ventilation Building and several GIC facilities. Quarry Bay is zoned mainly for open space and recreational uses.

Future uses:

The Quarry Bay Park is to be extended to the north of Hoi Yu Street and to the south of IEC at the entrance of the Eastern Harbour Crossing (EHC). Hotel, a performance venue, low-rise commercial, office and retail uses are proposed at the circular EHC site. Cafes and restaurants are proposed facing the promenade at the western section. The Cargo Handling Area and the open storage uses are to be removed and make way for the western extension of Quarry Bay Waterfront Park. A pedestrian deck is proposed at Hoi Wan Street to improve the connectivity between Quarry Bay Office Node and the waterfront area. Another pedestrian link is also proposed across the EHC entrance to connect the two separated Parks. The Government intends to develop the Quarry Bay into a secondary commercial/office centre. The area is adjacent to the popular shopping centre of Tai Koo Plaza, which is a major shopping magnet for the eastern district of Hong Kong. The Quarry Bay Park is a good example of waterfront park and promenade in Hong Kong.

To the north of the entrance of the Eastern Harbour Crossing (EHC), several sites are zoned for OU (Other Specified Uses) and two of them are annotated as Cultural and/or Commercial, Leisure and Tourism Related Uses. A 10m-wide waterfront promenade along Hoi Yu Street is proposed to link up the Quarry Bay Park further westward to the pump house at Hoi Yu Street. The Food & Environmental



The existing Quarry Bay Park is a good example of a waterfront promenade in Hong Kong and many people can be seen enjoying it. However, it is poorly connected to the rest of the Quarry Bay area due to the presence of the IEC. This is a wasted opportunity. The waterfront is abruptly cut off from at the western end by the portal of the Eastern Harbour Crossing. Government buildings block visual access and linkages to the waterfront.

Temporary land use along this waterfront for storage areas and trucks should be disbanded. There is potential to provide a continuous waterfront promenade all the way to Shau Kei Wan Typhoon Shelter. Improved pedestrian access from the waterfront to residential developments is a necessity. Improving access could be done via pedestrian tunnels and/ or footbridges. Any temporary land use in this area should be given up for enhancement.





CAUSEWAY BAY

According to the Government's HER Concept Plan, the Causeway Bay waterfront area is zoned as a Heritage Precinct covering both Causeway Bay Typhoon Shelter and the Victoria Park. The major planning intention is to preserve the Causeway Bay Typhoon Shelter and to improve the accessibility between Victoria Park and the new waterfront area. Furthermore, the existing moorings and the Noonday Gun will be retained. Leisure boat rides, floating restaurant and a landscaped deck are also proposed in the Concept Plan. According to the OZPs, the vacant site at the ex-North Point Estate is planned for high-density residential development.

HBF comments:

Opening up the waterfront area will create significant commercial and recreational interests. Access to Noon Day Gun could be strengthened with a terraced landscaped deck connection from Excelsior Hotel over the highway, and perhaps involving some minor reclamation to facilitate this and also address the water quality issue. The breakwater at the Causeway Bay Typhoon shelter should be more accessible and user-friendly. It is suggested that consideration is given to a boardwalk or pedestrian bridge links, perhaps with cantilevered boardwalks to allow for fishing and other marine activities. Design, implementation, maintenance and management of the harbour-front areas are key to the success of the enhancements.

Considering the fact that the Tamar site will be developed as a the Government Headquarters, there is scope to relocate the Golden Bauhinia to the proposed large open plaza at the Tamar site to give it a more prominent Central harbour-front location (its current location in HKCEC is not the most appropriate given its significance to Hong Kong). The proposed Helipad near the Wan Chai pier is considered not to be a good location due to concerns over noise, and it would perhaps be better to relocate it to another site with links to a larger commercial heliport. It is suggested that Government should only use the helipad for emergency purpose in order to minimise nuisance to activities at the harbour-front area. Visual and physical access to the harbour-front from the hinterland and more pleasurable pedestrian linkages along and to the waterfront should be promoted further. Landing steps leading to the Harbour should be incorporated wherever possible.

Causeway Bay is major residential and commercial area and contains a mixture of office, commercial, hotel, recreational and residential uses. The area enjoys a panoramic view of the main harbour but the waterfront area is occupied by the Causeway Bay Typhoon Shelter and access to waterfront is severed by IEC, Victoria Park Road and Gloucester Road. Water quality in the Typhoon Shelter is poor.

Future uses:

Causeway Bay was planned as a tourism zone with a continuous public waterfront promenade. A new commercial centre is proposed on the new reclaimed land in the southwest corner of the Causeway Bay Typhoon Shelter. A possible leisure and entertainment complex is proposed to the southeast of the Typhoon Shelter as a link building between Victoria Park and the new promenade. A public waterfront with a continuous paved and landscaped promenade is planned alongside the Causeway Bay Typhoon Shelter to the eastern area in front of City Garden Residence. Existing car parking and temporary uses underneath of the IEC are to be converted for recreational or tourism purposes to support the waterfront promenade. Outdoor waterfront dining are located along the jetty and a Museum of Typhoon and Floating Life are proposed alongside the new promenade. A hotel is also proposed at King Ming Road as a supporting facility for tourism development. Due to the planned reclamation, the historic landmarks and features including Floating Temple and Noon-day Gun are to be relocated to the new waterfront area.



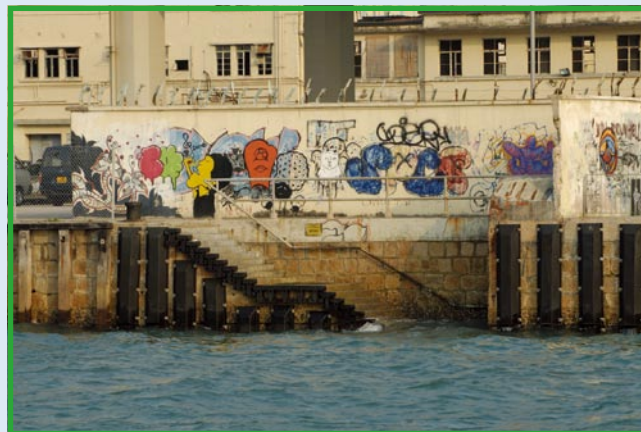
NORTH POINT



north of King Wah Road is designated for OU and annotated Cultural and/or Commercial, Leisure and Tourism Related Uses .

The North Point Estate (NPE) has been left vacant for some years but is to be released for development. The NPE site was originally to be redeveloped together with the adjoining government land to produce both subsidized home ownership flats and private residential flats under a Mixed Development Scheme. However, the Scheme was dropped in 2002 following the administration's repositioning of the housing policy. The site was also considered no longer suitable for public housing development.

North Point and Causeway Bay are two major residential and commercial areas. The North Point area enjoys a panoramic view of the main harbour and contains a mixture of office, commercial, hotel, recreational and residential uses and is zoned primarily for residential use. Public access to parts of the waterfront along North Point are restricted because of the presence of government temporary storage areas, private residential developments including Provident Centre, and City Garden. Several prime waterfront locations are currently occupied by open-air carparks or are under temporary uses. The North Point Estate occupies a waterfront site with a total area of 27,776 m². The East Island Corridor passes along most of the area's waterfront and is a major physical barrier to the waterfront promenade. A long strip of waterfront area to the north of City Garden Road and Wharf Road is under private ownership.



HBF comments:

Opening up the waterfront area will create significant commercial and recreational interests. Transforming the rooftops of the North Point Ferry Piers into public terraces and converting the car-parks and temporary uses underneath of the IEC into waterfront supporting facilities could fully make use of the prime waterfront locations. The bus terminus in front of the North Point Ferry Pier should be transformed into a piazza within the redevelopment scheme of North Point Estate.

A continuous promenade is suggested on the structure on the seaward side of existing developments. Possible extensions of the public landing jetties for fishing are suggested at the west of North Point Ferry Pier and near the North Point Fire Station.

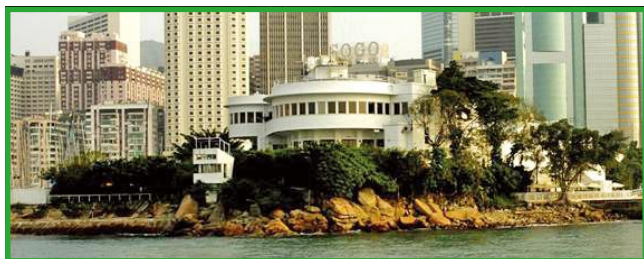
Future uses:

The ex-Government Supplier Depot at Oil Street is zoned for CDA with planning intention for a mix of residential, office, hotel, retail uses with provision for open space and supporting facilities. A site to the north of King Wah Road is planned for CDA and a 10m-wide waterfront promenade is to be provided in the form of two pedestrian/ visual corridors along Watson Road and Oil Street to connect the hinterland and the harbour-front area. The existing open carparking at the



6) CENTRAL & WAN CHAI
(Wan Chai East & West, Central, Sheung Wan)

WAN CHAI EAST AND WAN CHAI WEST



Wan Chai consists of modern high-rise offices, commercial and retail activities, hotels, government buildings, GIC uses, cultural activities and recreational facilities. The area also contains well-known landmarks and key focal points such as HKCEC and Royal HK Yacht Club (RHKYC) along the waterfront locations. The zoning is primarily for tourism purpose. The area is at the heart of the Victoria Harbour and enjoys a panoramic view of the Kowloon Peninsula. It is highly accessible and is well served by public transport facilities. Gloucester Road and Harbour Road are major physical barriers restricting pedestrian movement to the waterfront area.

Future uses:

Tourist attractions and supporting facilities such as the marine basin, Harbour museum, waterfront dining and retail are proposed in the planned waterfront reclamation area. According to the OZP, the Wan Chai Development Phase II Project will provide land for infrastructure requirements to relieve traffic congestion and will also transform Wan Chai into a vibrant and attractive waterfront promenade. A piazza is proposed for a location east of the Hong Kong Convention & Exhibition Centre (HKCEC) on the planned waterfront reclamation area, which will accommodate outdoor events and temporary structures. A continuous waterfront promenade is proposed to connect the area to Fortress Hill but unfortunately the public will still not be able to access the tip of Kellett Island on the site of the RHKYC.

According to government's Harbour-front Enhancement Review Wan Chai, Causeway Bay and adjoining Areas (HER), the principal proposals from

the Envisioning Stage include five major precincts from Wan Chai East and West to Causeway Bay:

- An Arts and Culture Precinct – covering the HKCEC and the area to its west, providing outdoor performance areas, street markets and waterfront shops;
- A Water Park Precinct – covering the area extending from the east of HKCEC to the ex-public cargo working area. Ornamental ponds, musical fountains and an amphitheatre for performance with fountains shows, a landscaped deck and footbridge will be provided.
- A Water Recreation Precinct – covering the ex-public cargo working area basin and will provide a water-sports centre and a Harbour education centre for leisure activities;
- A Heritage Precinct; and
- A Leisure and Recreation Precinct.

With several key established tourism, recreational and public facilities such as HKCEC, Wan Chai Sports Ground and RHKYC already in the area, there is potential for turning the harbour-front area into a major leisure, recreational and tourism destination. Key features such as the Causeway Bay Typhoon Shelter, the Noon-day Gun, RHKYC and Police Officers Club will be preserved.

HBF comments:

HBF notes that the temporary use of waterfront and dog park for public access is a good example of what can be done with little expense. HBF is concerned that new road plans involve a great deal of construction, including 13 lanes of traffic between Harbour Road and the waterfront, which will further isolate the hinterland from the waterfront.



CENTRAL & SHEUNG WAN



This area is the central business district of Hong Kong and is also a major tourist destination. Central and Sheung Wan are at the heart of Victoria Harbour and contain many important public facilities as well as many famous landmarks. The area is zoned primarily for retail and tourism purposes and is well-served by public transport facilities. From 1993 to 1997, about 25 hectares of land were reclaimed along the Central waterfront to provide land for the Airport railway at Hong Kong Station and for commercial development. Central and Sheung Wan comprises premier offices, retail and commercial complexes, hotels, government uses, piers, cultural buildings and open spaces. The area also contains a number of landmarks along the waterfront including One IFC, Two IFC, Star Ferry Pier, Central Piers, Queen's Pier and City Hall. The waterfront at Central is occupied by a number of public ferry piers and a large open-air bus terminus, with very little in the way of other activities. The bus terminus contributes very little value to the urban design of the waterfront. Connaught Road Central is a major barrier restricting pedestrian movement to the waterfront area.



Future uses:

With limited open space provisions along waterfront areas, viewing terraces and open cafés are planned for the rooftops of Central Piers. Open space, commercial, leisure and government uses are planned for the proposed Central Reclamation. This includes a large civic place in the front of the new Central Government Complex, a Festival Market with associated retail development and restaurants, and a marine basin for cultural facilities with waterfront shops and restaurants. A 100m wide waterfront open space is proposed with public art and landscaped areas on a continuous promenade. A groundscraper with landscaped deck and retail area is proposed to the east of Man Yiu Street.

According to the OZP, the former Tamar Basin site is designated GIC; reserved for Government Headquarters and the LegCo Building. Some reclamation has already been undertaken on the east of the area. The reclaimed land is

expected to accommodate the Central-Wan Chai Bypass and the proposed North Hong Kong Island Line. A large piece of open space is planned on the reclaimed land at the eastern section of the area. A continuous waterfront promenade is also planned from Man Fai Street to the eastern end of the area.

The ex-Star Ferry Pier and the Queen's Pier are zoned for OU (annotated as Waterfront Related Commercial and Leisure Uses), and only low-rise structures are intended. Piers 4 to 6 and the adjacent inland area are zoned CDA for retail shops, offices and hotels development. Another CDA site is located at the east of Man Yiu Street on the reclaimed land. Government is currently undertaking the Urban Design for the New Central Harbour Front, which will recommend new development proposals for the waterfront area. The new Government Headquarters will be built on the Tamar Site creating a new public focus for the area.

HBF comments:

The addition of retail facilities on top of Piers 4 to 6 would significantly enhance the commercial value and activities of the waterfront area. HBF is supportive of the Designing Hong Kong competition for the central waterfront launched in May 2007. This competition encourages creativity as an essential element in assisting the government and the city define the character and identity of the front door to

Asia's World City. The competition is intended to support the Central Reclamation Urban Design Study, which is currently being undertaken by the Government Planning Department for the same area. The ideas generated will be made available to all Government sectors, the Town Planning Board, the Legislative Council, the Harbour-front Enhancement Committee and the community at large. HBF urges planners to consider environmentally friendly water transport for the Central waterfront and suggests that areas near the waterfront in Central (such as Des Voeux Road Central) be pedestrianised.



7) ISLAND WEST
(Sai Ying Pun, Kennedy Town)



SAI YING PUN

The waterfront area of Sai Ying Pun fronts onto the heart of the Victoria Harbour and is currently occupied by open spaces, sports grounds, government offices, piers, wholesale food markets, open-air carparks and utility installations. The area is zoned for recreational use and is divided into the eastern and western open space zones. The Sun Yat Sen Memorial Park provides an important focus for recreation and the Sai Ying Pun area contains some of the oldest and most valuable urban relics in Hong Kong. The waterfront is currently severed from the adjoining urban area by Connaught Road West.

Future uses:

Sun Yat Sen Memorial Park is planned to be reconstructed in typical old praya architecture with restaurants, shops and a Museum for the Western District. A night market is planned for the eastern part of the area near Shun Tak Centre. The Sheung Wan Fire Station, Central Sewage Screening Plant and the Salt Water Pumping Station are to be relocated further inland so as to leave room for tourism development. In order to strengthen connectivity with the hinterland, a special tourist transport link is proposed to connect the Park with inland tourism nodes. Three new pedestrian links across Connaught Road West are proposed to improve the accessibility to the waterfront.

According to the OZP, the existing Sheung Wan bus terminus site is zoned for OU (annotated as Commercial Cum Public Transport Terminus and Public Car Park). Several prime waterfront areas

including the vacant site near the Western Harbour Crossing Ventilation building and the ex-barging point site are reserved for open space, forming an extension of the waterfront promenade at the Sun Yat Sen Memorial Park. A comprehensive walkway system is proposed to link up the Sun Yat Sen Memorial Park with the Central district through the provision of a 600m long elevated walkway between the Shun Tak Centre and the existing Wilmer Street footbridge.

HBF comments:

The area and attractive pedestrian crossings shall be provided to enhance the role and functions of the Park. With redevelopment of the Sun Yat Sen Memorial Park into a proper recreational area, the recreational and tourism potential of the area and the waterfront would be significantly enhanced. Except for the Western Wholesale Food Market (which requires waterfront access for loading and unloading activities), the waterfront of Sai Ying Pun is occupied by various uses that could be relocated elsewhere. A number of Government facilities, including the Sheung Wan Fire Station, the Central Sewage Screening Plant and the Salt Water Pumping Station, contribute no positive value to the waterfront area or to the Harbour. The temporary open space at the Sun Yat Sen Memorial Park is poorly designed with few facilities and very little soft landscape features. The Shun Tak Centre and the Macau Ferry Terminal is restricting public access to the waterfront. The Western Park Sports Centre is poorly designed and bears no relationship to the Harbour considering its prominent location facing the Harbour. An open-air carpark adjacent to the Sports Centre is unnecessarily occupying a prime waterfront location. The proposed open spaces will make fuller use of prime waterfront locations to provide a variety of activities for public enjoyment. The proposed comprehensive walkway system will enable better connectivity between north south, and east west movements.





KENNEDY TOWN

Kennedy Town comprises mix-use developments including housing, commercial complexes, industrial buildings, GIC facilities, several vacant sites and open spaces. The area also contains several newly built high-rise residential buildings at the western section while the Western District Public Cargo Working Area dominates the eastern waterfront area. The area is zoned primarily for residential use. The area currently contains a mix of disused industrial sites and cargo handling facilities. Due to historical uses, the waterfront area is poorly designed for pedestrian access, is lacking in public facilities and is poorly served by public transport facilities.

Future uses:

According to the OZP, the former incinerator and abattoir and existing Victoria Public Mortuary are

zoned for GIC (Government/Institution/ Community). The Kennedy Town Temporary Recreation Ground, and the nearby Basketball Court and Sitting-out Area are reserved for OU (Other Specified Uses – annotated Cargo Handling Area). The Government is currently undertaking a review to explore potential opportunities to redevelop the waterfront for public enjoyment at the western section. The existing China Merchants Wharf, Victoria Public Mortuary, ex-Incinerator and ex-abattoir could offer opportunities for a continuous waterfront promenade to link up with the Cadogan Street Garden.

HBF comments:

Gentrification from an industrial area to a residential area is currently taking place. Together with several urban renewal projects within area, the use proposed by the PSHWA is positive and compatible with the Harbour. The proposed waterfront promenade at the western section could encounter difficulties, as the China Merchants Wharf is privately owned.

