

Task Force on Water-land Interface

For information
on 13 December 2013

TFWL/05/2013

Planning for Victoria Harbourfront: Approach and Process

PURPOSE

The purpose of this paper is to brief Members on the approach and process currently adopted for the planning of harbourfront areas.

BACKGROUND

2. The approach to deal with the water-land interface issues was brought up at the Task Force meeting on 12 November 2012. The subject matter was further discussed at the meeting on 19 March 2013, and there were divergent views amongst Members. To facilitate the Task Force's further discussion, the Chair invited Planning Department (PlanD) to brief Members on the approach and process for harbourfront planning, including the Harbour Plan developed in 2003, Harbour Planning Principles, Harbour Planning Guidelines and the findings of major review studies completed so far that constituted the planning for the Harbour.

3. During the last term of the Harbourfront Commission, PlanD had given an overview of the land use framework for the harbourfront areas to the Commission at its meeting held on 9 February 2011. The same was also presented to this Task Force at its 1st meeting on 24 November 2011 to facilitate Members' discussion on the objectives and work plan of the Task Force. This paper aims to provide Members a recap of the strategic and district context for harbourfront planning and an update of the progress of major studies for waterfront areas as the basis for the Task Force's further consideration of the way forward in dealing with water-land interface issues.

STRATEGIC CONTEXT FOR HARBOURFRONT PLANNING

Town Planning Board (TPB)'s Vision Statement for the Victoria Harbour

4. Victoria Harbour is an icon and a precious asset of our city. In recognition of the Harbour as an important asset of the people of Hong Kong, the TPB in October 1999 endorsed the “Vision Statement for Victoria Harbour” setting out the vision and goals for the 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 Harbour Plan

5. PlanD commissioned a study, the “Planning Study on the Harbour and its Waterfront Areas” (the Harbour Plan Study) to translate the TPB's Vision Statement into a planning framework to guide the use of waterfront areas and the Harbour up to 2016. The Harbour Plan Study was completed in 2003. As a result of this Study, a Harbour and Waterfront Plan has been formulated together with a recommended implementation framework, a Tourism Plan as well as Action Area Plans for selected areas (**Plans 1a** and **1b**). Some water-based activities which would contribute to the vibrancy of the Harbour were suggested under the Study. Other activities such as swimming race, recreational fishing on boats, boating and diving, marine excursions, boat parade, water spray from vessels, special vessel display, concert or other performance on vessels, and exhibition on vessels could also be considered. However, whether a certain activity could be allowed in a particular area in the harbour would depend on a number of considerations including safety, functional integrity of the harbour and avoidance of conflict between different uses within the water.

Harbour Planning Principles and Guidelines

6. In the light of the court decision on the reclamation

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proposals in the harbour in 2004 and the changing community aspiration in harbour planning, the Harbour Plan was reviewed.

7. While the Harbour Plan Study which resulted in the formulation of a master plan for the entire harbour, the former Harbour-front Enhancement Committee (HEC) agreed to adopt a two-pronged approach in the review. Basically, it included the formulation of an integrated harbour planning framework at the strategic level and the successive review studies for areas around the harbour at the district level to guide the planning and development of the harbour. For the former, a set of Harbour Planning Principles (HPPs) (**Appendix A**), based on those first established under the Harbour Plan Study, has been formulated in 2006 to guide the sustainable planning, preservation, development and management of Victoria Harbour and its harbour-front areas. Subsequently, a set of Harbour Planning Guidelines (HPGs)¹ have also been drawn up in 2007 to elaborate in greater detail the intentions and requirements of the HPPs and to provide a comprehensive checklist for use by relevant stakeholders.

8. Although the HPPs and HPGs are advisory in nature, both public and private sectors are encouraged to adhere to the principles and guidelines in carrying out planning studies and in planning and implementing waterfront projects. The HPPs and HPGs have then been widely promulgated through different channels. Relevant approving authorities and advisory bodies are encouraged to make reference to the HPPs and HPGs in considering and advising on development proposals in and around Victoria Harbour. Individual project proponents are also encouraged to comply with the HPGs as far as possible and practicable. The HPPs and HPGs have proved highly effective in providing guidance for harbourfront planning and forming the basis for the former HEC as well as the current Harbourfront Commission to assess, evaluate and monitor harbourfront land uses and infrastructure projects initiated by the Government or private sector in a strategic manner.

¹ The HPGs are available at the Harbourfront Commission's website <http://www.hfc.org.hk/en/links/index.html>.

DISTRICT CONTEXT FOR HARBOURFRONT PLANNING

District-based Studies/Reviews

9. For detailed planning of the harbourfront, the former HEC divided the harbourfront areas into different districts based on geography, existing land use patterns, development opportunities and manageability of the studies. A number of harbourfront studies have been undertaken for these districts and most of them have been completed. The priority areas at the harbourfront with opportunities for enhancement have been covered by these district studies/reviews (**Plan 2**) which are as follows:

Completed Harbourfront Studies/Land Use Reviews

- (a) Kai Tak Planning Review;
- (b) Wan Chai Development Phase II Planning and Engineering Review;
- (c) Urban Design Study for the New Central Harbourfront;
- (d) Hung Hom District Study;
- (e) Hong Kong Island East Harbour-front Study; and
- (f) Review of Yau Tong Bay “CDA” Zone.

On-going Land Use Review

- (a) Review of the “CDA” Zone in Yau Tong Industrial Area; and
- (b) Land Use Review on the Western Part of Kennedy Town.

10. Moreover, the development plan for the West Kowloon Cultural District (WKCD) has been formulated by the WKCD Authority, which was subsequently approved by the Chief Executive in Council on 8 January 2013.

11. The findings of these studies/reviews provide the basis for preparing and revising the relevant outline zoning plans (OZPs), as appropriate, which forms the statutory land use framework for the harbourfront areas. **Plan 3a** shows the existing land use zonings under the various OZPs for the harbourfront areas. As compared with

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Plan 3b which shows the land use zonings in April 2004, a number of harbourfront sites have been rezoned for open space, recreational and leisure uses.

12. While these studies covering specific areas of the harbourfront generally have a district-based focus, they have incorporated a strategic planning dimension having regard to HPPs and HPGs and other relevant strategic studies, with a view to reviewing existing land uses and proposing short and long-term harbourfront enhancement and district proposals and projects. The water-land interface issues and views of the public and marine sector were also considered in the study processes. For instance, according to the recommendations of the Hong Kong Island East Harbour-front Study, the Chai Wan Public Cargo Working Area and the North Point Dangerous Goods Vehicular Ferry Pier were proposed to be retained in view of the operational need and the interest of the trade. Renovation and refurbishment of the North Point Ferry Piers with integration of restaurants, commercial and entertainment uses were also proposed to add vibrancy to the waterfront. With regard to the approved development plan for WKCD, two possible piers are proposed at the southern and western edge for leisure activities and possible marine connection subject to availability of service providers. Possible art pontoon and viewing platform for functions like outdoor performance, viewing platforms, floating stages or exhibitions may also be considered. Landing steps will also be provided at suitable locations.

13. The former HEC and the Harbourfront Commission have been fully engaged in the course of these studies/reviews. A brief account of the major land use proposals recommended under these completed studies will be given at the meeting for Members' reference. The Administration will continue to engage the Commission as well as its Task Forces concerned in the course of the on-going studies/reviews.

Action Area Proposals

14. Apart from the above, the former HEC also reviewed the

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current/planned land uses and major projects along the harbourfront and prepared a list of enhancement proposals for 22 Action Areas (including 8 Action Areas on Hong Kong Island, 13 Action Areas in Kowloon, Tsuen Wan and Kwai Tsing, and Kai Tak Action Area). Both quick-wins and longer-term enhancement proposals have been identified by the former HEC, and the Commission would prioritise and see their implementation through. The respective geographical Task Forces would continue to monitor harbourfront land uses and infrastructure projects through the Action Area table (**Appendices B and C**) which is constantly updated, and to provide inputs/comments on specific projects as and when appropriate with reference to the HPPs and HPGs.

CONCLUSION

15. The overall concept for the Harbour was completed in the Harbour Plan Study. To cater for changing circumstances and public inspirations and needs, instead of updating the Harbour Plan, the former HEC adopted the two-pronged approach to guide the planning and development of the harbourfront including water-land interfaces, having regard to the significance of strategic planning issues and complexities of local circumstances. The two-pronged approach was considered to be a sensible and pragmatic approach as it embraces the comprehensive process from planning, building public consensus, design and implementation. A master plan establishes visionary and aspirational conceptual proposals, but it would be important to ensure that due consideration is given in the proposals formulated under the strategic framework to local circumstances and needs, relevant policies and guidelines as well as public views on the proposals.

16. Various planning studies/reviews at the district level were/are being undertaken with a view to identifying enhancement opportunities and refining the land use proposals along the harbourfront areas while maintaining a strategic perspective on the issues. On the other hand, the HPPs and HPGs as formulated by the former HEC provide a non-spatial planning tool and useful reference at

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the strategic level to guide both the public and private sectors, so that developments would not be held up during the course of the study process of the district studies.

17. As regards the water-land interface issues, while these issues might not be the focus of the previous planning studies since the statutory OZPs and administrative district plans mainly covered the land area, the topical approach of reviewing water-land interfaces currently adopted by the Task Force could help to identify potential/desirable changes and quick-win projects that it should focus on and to supplement the geographical approach as mentioned above. Apart from resolving the specific issue topic by topic, the respective geographical Task Forces have also been monitoring harbourfront land uses and infrastructure projects through the Action Area table which is constantly updated.

18. Members are invited to note the approach and process for harbourfront planning as set out above.

**Planning Department
December 2013**

Attachments

Appendix A – Harbour Planning Principles (HPPs)

Appendix B – An Overview of Harbourfront Enhancement by Action Areas on Hong Kong Island

Appendix C – An Overview of Harbourfront Enhancement by Action Areas in Kowloon, Tsuen Wan and Kwai Tsing

Plans – Plan 1a, Plan 1b, Plan 2, Plan 3a and Plan 3b

HARBOUR PLANNING PRINCIPLES

The Harbour Planning Principles were developed by the Harbour-front Enhancement Committee as a set of guidelines for all individuals and organizations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbourfront areas.

Preserving Victoria Harbour

Principle 1 Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

Stakeholder Engagement

Principle 2 All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbourfront areas through transparent and inclusive consensus building processes.

Sustainable Development

Principle 3 The planning, development and management of Victoria Harbour and its harbourfront areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Integrated Planning

Principle 4 Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbourfront areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Proactive Harbour Enhancement

Principle 5 The planning, development and management of Victoria

Harbour must proactively enhance the Harbour and its harbourfront areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.

Vibrant Harbour

Principle 6 It is essential to balance the use of the Harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.

Accessible Harbour

Principle 7 Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferably at grade, to and along the Harbour as well as the harbourfront areas.

Public Enjoyment

Principle 8 The planning, development and management of Victoria Harbour and its harbourfront areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour Planning Principles should be minimized.

An Overview of Harbourfront Enhancement by Action Areas on Hong Kong Island
(As at May 2013)

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
1. Kennedy Town Action Area¹ (Plan 1)		
(a) Kennedy Town Temporary Recreation Ground	<ul style="list-style-type: none"> • Existing open space • This recreation ground is included in the “Land Use Review on the Western Part of Kennedy Town”. The review has been completed recently and the Central and Western District Council (C&WDC) was consulted on the findings and recommendations on 23 May 2013. The land use proposal will be further revised taking into account DC’s views. 	
(b) China Merchants Wharf	The area is included in the “Land Use Review on the Western Part of Kennedy Town”.	5 th Meeting on 11 April 2011
(c) The ex-incinerator and abattoir sites	<ul style="list-style-type: none"> • The site is being used by the Highways Department (HyD) as its maintenance depot and works area for the West Island Line (WIL) project until mid 2014 and mid 2015. The sites would then be returned to the Government for Civil Engineering and Development Department (CEDD) to carry out ground decontamination work. MTRCL will discuss with CEDD on the programme of the works. 	5 th Meeting on 11 April 2011

¹ Waterfront at the Kennedy Town Action Area comprises some large work sites, residential buildings (e.g. those located south of New Praya Kennedy Town) and some port-related facilities (e.g. the Western Public Cargo Working Area).

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<ul style="list-style-type: none"> The site is included in the “Land Use Review on the Western Part of Kennedy Town”. 	
(d) Cadogan Street Temporary Garden	<ul style="list-style-type: none"> Existing open space This temporary garden is included in the “Land Use Review on the Western Part of Kennedy Town”. 	
(e) Reprovisioning on the Kennedy Town Swimming Pool from Smithfield to Shing Sai Road	Phase I of the works was completed and opened to the public in May 2011. Phase II of the works is scheduled for completion by end 2016/ early 2017.	
(f) Planned open space at Shing Sai Road	The existing bus terminus at Shing Sai Road will be reprovioned in the western part of Kennedy Town as proposed under the “Land Use Review on the Western Part of Kennedy Town” in order to vacate the site for development as an open space for public enjoyment.	
(g) Belcher Bay Park	Existing open space	
(h) Possible Enhancement of the Western District Public Cargo Working Area (PCWA)	Since its commencement in 1981, the Western District PCWA has been handling various types of cargoes in particular, edible oil, non-staple food, building materials and general cargo. It has served as part of the local logistics chain in Pearl River Delta Region as well, and at the same time providing essential cargo services for the residents of Islands District, and brought about some 700 jobs in the transport and related trades. According to the Transport and Housing Bureau (THB), there is an	

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	actual need for the PCWA and has no plan to close it at present.	
(i) Route 4	Review of the need of Route 4 completed. The need of Route 4 is not imminent and timing of provision can be deferred to 2026 or beyond.	
2. Sai Wan Action Area² (Plan 1)		
(a) Enhancement of the vacant piers and waterfront area of the Western Wholesale Food Market (WWFM)	<ul style="list-style-type: none"> • C&WDC agreed at its meeting on 21 March 2013 that the harbourfront enhancement and revitalisation project at WWFM be pursued under the Signature Project Scheme (SPS) to turn the WWFM harbourfront area into an open space for public enjoyment • The subject site at WWFM occupies a dominant waterfront space in close proximity to the popular Sheung Wan Promenade and Sun Yat Sen Memorial Park. The proposed site includes the four unused piers (Pier 1 to 4) and the harbourfront area adjoining the WWFM. Market traders will be consulted in due course with the help of Agriculture, Fisheries and Conservation Department (AFCD). • The SPS at WWFM will also include non-works elements to enhance community involvement at WWFM through a myriad of activities, 	4 th Meeting on 27 January 2011

² Waterfront of the Sai Wan Action Area was occupied by the Western Wholesale Food Market and associated facilities.

³ The C&WDC and AFCD jointly held the second Western Wholesale Food Market Flea Market cum Carnival in the Market on 24-25 November 2012. A third one in December 2013 is under planning.

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<p>including recreational and leisure activities, bazaars, guided thematic tours, etc.</p> <ul style="list-style-type: none"> • The SPS Steering Committee under C&WDC and the C&W District Office will continue engagement with the community and bureaux/departments for inputs to the detailed design and the implementation of the project in general. • Pending the SPS development, the Government will, in collaboration with the C&WDC, non-profit making organisations and community partners, organise activities³ which help revitalize the WWFM area and the nearby Sheung Wan Promenade as a popular waterfront open space. 	
3. Sai Ying Pun Action Area⁴ (Plan 1)		
(a) Proposed landscaped area to the west of Sun Yat Sen Memorial Park	<ul style="list-style-type: none"> • The works of Water Supplies Department (WSD) were completed in February 2013. The Harbour Area Treatment Scheme (HATS) facilities at the site will be completed by the Drainage Services Department (DSD) in March 2015. • The Leisure and Cultural Services Department (LCSD) is considering the development of a 	

⁴ Waterfront of the Sai Ying Pun Action Area was dominated by a mix of public utilities, leisure facilities/open space and government developments, with major roads segregating the area from the hinterland.

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	waterfront promenade at the site.	
(b) Proposed waterfront open space/ sitting out area at the former public filling barging point	Upon completion of the WIL project by around 2015 and subject to funding approval, the works for the proposed sitting-out area will commence.	
(c) Sun Yat Sen Memorial Park	Existing open space (the park area was opened in June 2010 and the swimming pool complex was opened in November 2011)	
(d) The Central and Western District Promenade – Sheung Wan Section ⁵	Existing open space (opened in November 2009)	
(e) Pedestrian link connecting Sun Yat Sen Memorial Park and the Central and Western Promenade – Sheung Wan Section	Existing promenade (opened in June 2010)	
(f) Western Fire Services Street	Widening of the northern footpath of Western Fire Services Street is expected to be completed in December 2013.	7 th Meeting on 30 August 2011
(g) Extension of the pedestrian network from the Central footbridge system to Sun Yat Sen Memorial Park	HyD is carrying out the preliminary design including ground investigation and preliminary layout design.	9 th Meeting on 10 May 2012
(h) Existing bus terminus site at Chung Kong Road	Future commercial development of the site will include a Public Transport Terminus and a public car park. To improve connectivity to the waterfront, an area to the north of the site has been reserved for the development of an elevated walkway connecting to the waterfront promenade.	

⁵ Formerly known as the waterfront park at Sheung Wan Gala Point

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
4. Sheung Wan Action Area⁶ (Plan 1)		
(a) Improvement of at-grade footpath along the harbourfront	Subject to negotiation with and initiative from Shun Tak Centre	
5. Central Action Area⁷ (Plan 2)		
(a) Central Pier Waterfront ⁸	Existing open space (opened by phases from 1998 to 2010)	
(b) Construction of additional floors above Central Piers Nos. 4, 5 and 6	An application to the Town Planning Board (TPB) under s.16 of the Town Planning Ordinance was approved with conditions on 3 May 2013. The Administration will proceed to seek funding by the Finance Committee of Legislative Council and subject to the approval, the construction work is expected to commence in 2013 for completion in phases from 2015 to 2018.	<ul style="list-style-type: none"> • 4th Meeting on 27 January 2011 • 7th Meeting on 30 August 2011 • 9th Meeting on 10 May 2012 • Information note circulated on 15 March 2013.
(c) Open Space fronting Central Piers Nos. 9 and 10	Existing open space (opened in July 2010)	
(d) Central and Western District Promenade- Central Section ⁹	The advance promenade at the new Central harbourfront was opened to public in November 2012. It is formally named as Central and Western District Promenade – Central Section.	<ul style="list-style-type: none"> • 1st Meeting on 16 September 2010 • 2nd Meeting on 6 October 2010 • Site Visit on 12 January 2012
(e) Tamar Park including the Green Carpet Extension	Existing open space (opened by phases from 2011 to	<ul style="list-style-type: none"> • 1st Meeting on 16

⁶ The Sheung Wan Action Area comprises a major transport hub including the Hong Kong – Macau Ferry Terminal (MFT) and Heliport on top of the Inner Pier of MFT.

⁷ The Central Action Area is the extension area of the Central Business District with major transport facilities and commercial and government developments.

⁸ Existing promenade adjoining Central Piers No. 1 to No. 8

⁹ Formerly known as advance promenade at the new Central harbourfront

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	2012)	September 2010 • 2 nd Meeting on 6 October 2010 • Site Visit on 12 January 2012
(f) Sites 1 and 2 of the new Central harbourfront	<ul style="list-style-type: none"> • The sites are to be developed into a mixed-use precinct for cultural and entertainment uses. • As works associated with the Central-Wan Chai Bypass (CWB) will be carried out at various parts of these two sites up till July 2015, the development will take some time to materialise. 	
(g) Sites 4 and 7 of the new Central harbourfront	<ul style="list-style-type: none"> • Pending longer-term development of the sites, DevB has explored some short-term harbourfront related uses of the two sites. A Short Term Tenancy (STT) open tender for operating an Observation Wheel with associated facilities was closed in December 2012 and awarded in May 2013. Another STT for Site 4 and western side of Site 7 will be invited in later 2013 for organising and managing events. • The construction works for developing the area adjacent to the Tamar Park into temporary open space area and a pet garden for early public enjoyment was commenced in December 2012 and expected to complete by end 2013 	<ul style="list-style-type: none"> • 2nd Meeting on 6 October 2010 • 4th Meeting on 27 January 2011 • 5th Meeting on 11 April 2011 • 7th Meeting on 30 August 2011 (Closed-door Meeting) <ul style="list-style-type: none"> • 1st Special Meeting on 3 October 2011 • 2nd Special Meeting on 14 November 2011 • 11th Meeting on 30 October 2012

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
6. Wan Chai West Action Area¹⁰ (Plan 2)		
(a) Wan Chai Temporary Promenade (located to the north of the Hong Kong Convention and Exhibition Centre)	Existing open space	
(b) Proposed enhancement and upgrade of the area close to the Golden Bauhinia Square (GBS)	Suggestion to provide some temporary kiosks and outdoor seating in the area has been forwarded to the Hong Kong Convention and Exhibition Centre (Management) Ltd.	
7. Wan Chai East Action Area¹¹ (Plan 2)		
(a) Newly reclaimed Wan Chai waterfront	Development will commence upon completion of works of Wanchai Development Phase II (WDII) and CWB, tentatively in mid 2017.	10th Meeting on 31 July 2012.
(b) Proposed government helipad	The government helipad commenced operation in May 2012.	
(c) Proposed new Wan Chai ferry pier with dining services	<ul style="list-style-type: none"> • Planning application for the exterior design of the ferry pier was approved by TPB on 12 February 2010. • Planning application for the dining facilities within the ferry pier and the associated transformer room at the promenade was approved by TPB on 4 May 2012. 	7 th Meeting on 30 August 2011

¹⁰ Waterfront of the Wan Chai West Action Area comprises a promenade, Golden Bauhinia Square and Hong Kong Convention and Exhibition Centre. There are commercial and government developments with cultural facilities in inland.

¹¹ Waterfront of the Wan Chai East Action Area is dominated by large commercial and government sites and several recreational facilities. There are a mix of commercial and residential developments to the east of Causeway Bay Typhoon Shelter.

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<ul style="list-style-type: none"> The new Wan Chai ferry pier is under construction and is scheduled for commissioning in early 2014. 	
(d) Victoria Park	Existing open space	
(e) Land sale site at Oil Street	<ul style="list-style-type: none"> The site was sold by tender on 25 August 2011. Planning application for the proposed comprehensive hotel, residential and open space development at the Site was approved with conditions by TPB on 24 August 2012. Public open space and landscaped walkway connecting the future waterfront park will be provided within the development at the site. 	9 th Meeting on 10 May 2012
8. Island East Action Area¹² (Plan 3)		
(a) The temporary waterfront promenade along the eastern part of the ex-North Point Estate site	<ul style="list-style-type: none"> Existing open space (opened in June 2010) 	
(b) A proposed 20m-wide promenade at the ex-North Point Estate site	<ul style="list-style-type: none"> According to the endorsed planning brief of the ex-North Point Estate, the waterfront promenade will be designed and constructed by the developer(s) and handed over to the Government for management upon completion. 	12 th Meeting on 21 February 2013

¹² Waterfront of the Island East Action Area, covering North Point, Quarry Bay and Sai Wan Ho/Shau Kei Wan, is dominated by a major road corridor. Most of the area is fully developed except for the waterfront sites at Hoi Yu Street and ex-North Point Estate site which provide an opportunity for temporary public uses. The Action Area is mainly residential in nature with some commercial and government developments along Java Road near Quarry Bay. There are also a number of public utility installations scattering along the waterfront.

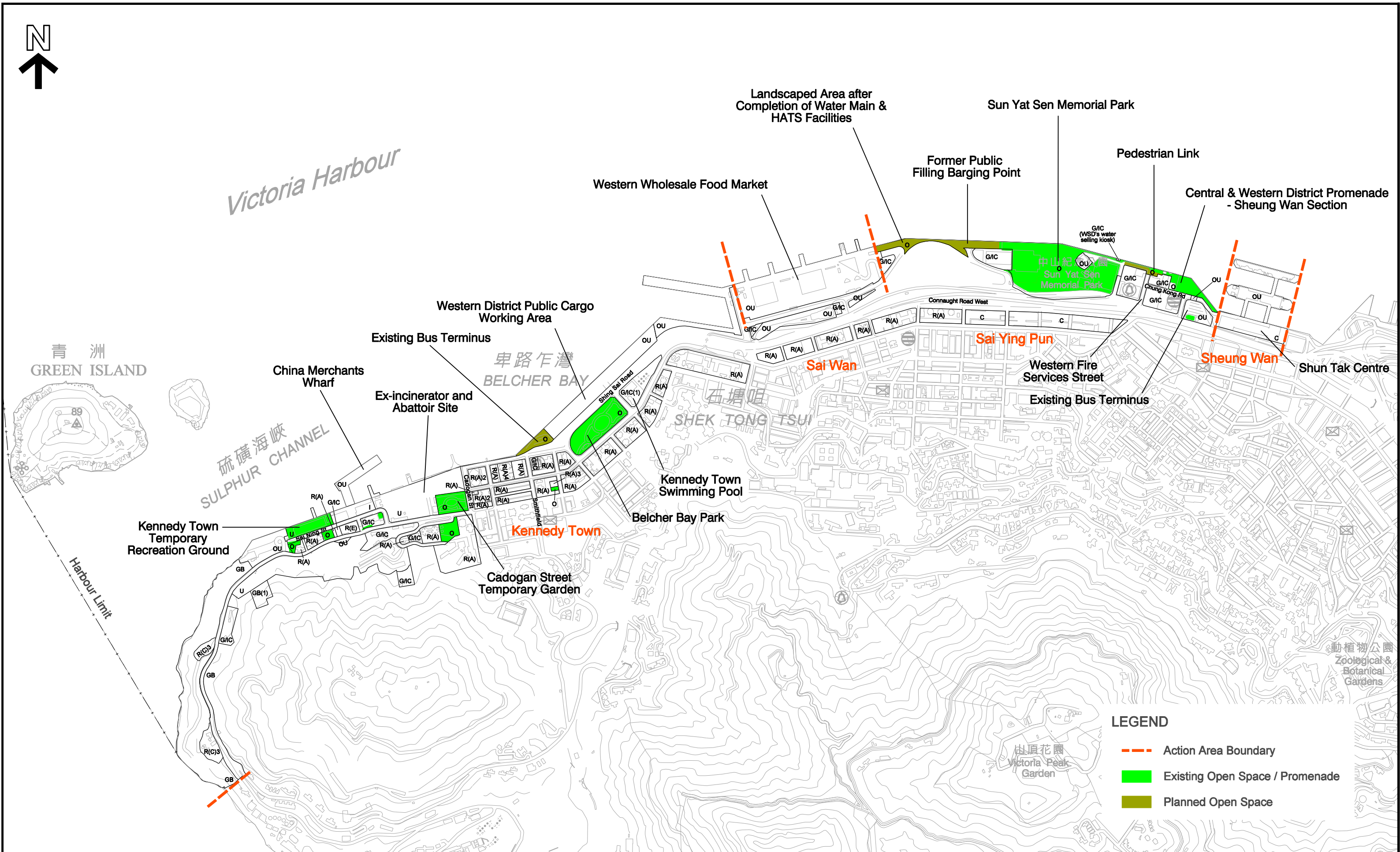
Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<ul style="list-style-type: none"> The eastern and central part of the site proposed for commercial/residential uses was sold by tender on 11 July 2012. The planning application for the proposed comprehensive residential and commercial (eating place, shop and services) development at the eastern and central part of the site is being processed. The western part of the site is proposed for hotel use. Planning application for the proposed hotel use was approved by TPB on 6 November 2009. The site was sold by tender on 27 March 2013. 	
(c) Tong Shui Road Garden	Existing open space (opened in December 2006)	
(d) Man Hong Street Playground at North Point	Existing open space	
(e) Tin Chiu Street Children's Playground	Existing open space	
(f) Proposed boardwalk underneath the Island Eastern Corridor	CEDD is carrying out topical studies to examine in more details the technical feasibility of the proposed boardwalk as well as its implications on the Protection of the Harbour Ordinance (PHO).	<i>(Under HKIEHS)</i> <ul style="list-style-type: none"> 3rd Meeting on 2 December 2010 7th Meeting on 30 August 2011 11th Meeting on 30 October 2012
(g) Proposed improvement works to the North Point Ferry Piers	Same as 8(f)-	<i>(Under HKIEHS)</i> <ul style="list-style-type: none"> 3rd Meeting on 2 December 2010 7th Meeting on 30 August

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
		2011 • 11 th Meeting on 30 October 2012
(h) Proposed Sky Trail along the hillside of the Hong Kong Museum of Coastal Defense	As recommended in the HKIEHS, the implementation of the Sky Trail could be taken forward by the Government under existing mechanism subject to funding and resource availability. Further detailed design, engineering feasibility study and technical assessments will be required prior to implementation of the proposal.	(Under HKIEHS) • 3 rd Meeting on 2 December 2010 • 7 th Meeting on 30 August 2011
(i) Quarry Bay Promenade ¹³	Construction works was completed and the advance promenade has been opened to public since December 2012. It is formally named as Quarry Bay Promenade.	• 1 st Meeting on 16 September 2010 • 6 th Meeting on 25 May 2011
(j) Permanent development of the Quarry Bay waterfront	The Administration plans to develop the Hoi Yu Street waterfront, the two adjoining sites currently zoned “Other Specified Uses” annotated “Cultural and/or Commercial, Leisure and Tourism Related Uses” and the nearby Eastern Harbour Crossing Tunnel Portal site by making reference to the recommendations of HKIEHS after the relocation of existing government facilities.	(Under HKIEHS) • 3 rd Meeting on 2 December 2010 • 7 th Meeting on 30 August 2011
(k) Quarry Bay Park (Phase I)	Existing open space	
(l) The Aldrich Bay Promenade	Existing promenade (opened in November 2003)	

¹³ Formerly known as advance promenade at Hoi Yu Street, Quarry Bay

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
(m) The Aldrich Bay Park	Existing open space (opened in April 2011)	
(n) Proposed streetscape improvement works in North Point, Quarry Bay and Aldrich Bay	<ul style="list-style-type: none">HyD completed improvement works at Hoi Yu Street and Healthy Street East in February and May 2012 respectively.Having regard to the existing street conditions, HyD will consider repaving the remaining streets in future when the need for large-scale maintenance /improvement of the existing block pavers arises.	<i>(Under HKIEHS)</i> <ul style="list-style-type: none">3rd Meeting on 2 December 20107th Meeting on 30 August 2011

Secretariat
Task Force on Harbourfront Developments on Hong Kong Island
Harbourfront Commission
May 2013

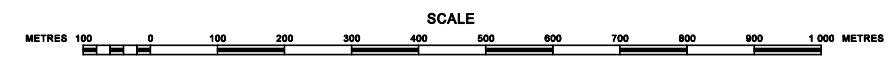


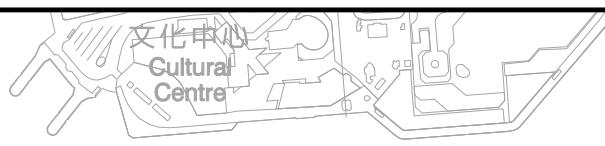
LEGEND

- Action Area Boundary
- Existing Open Space / Promenade
- Planned Open Space

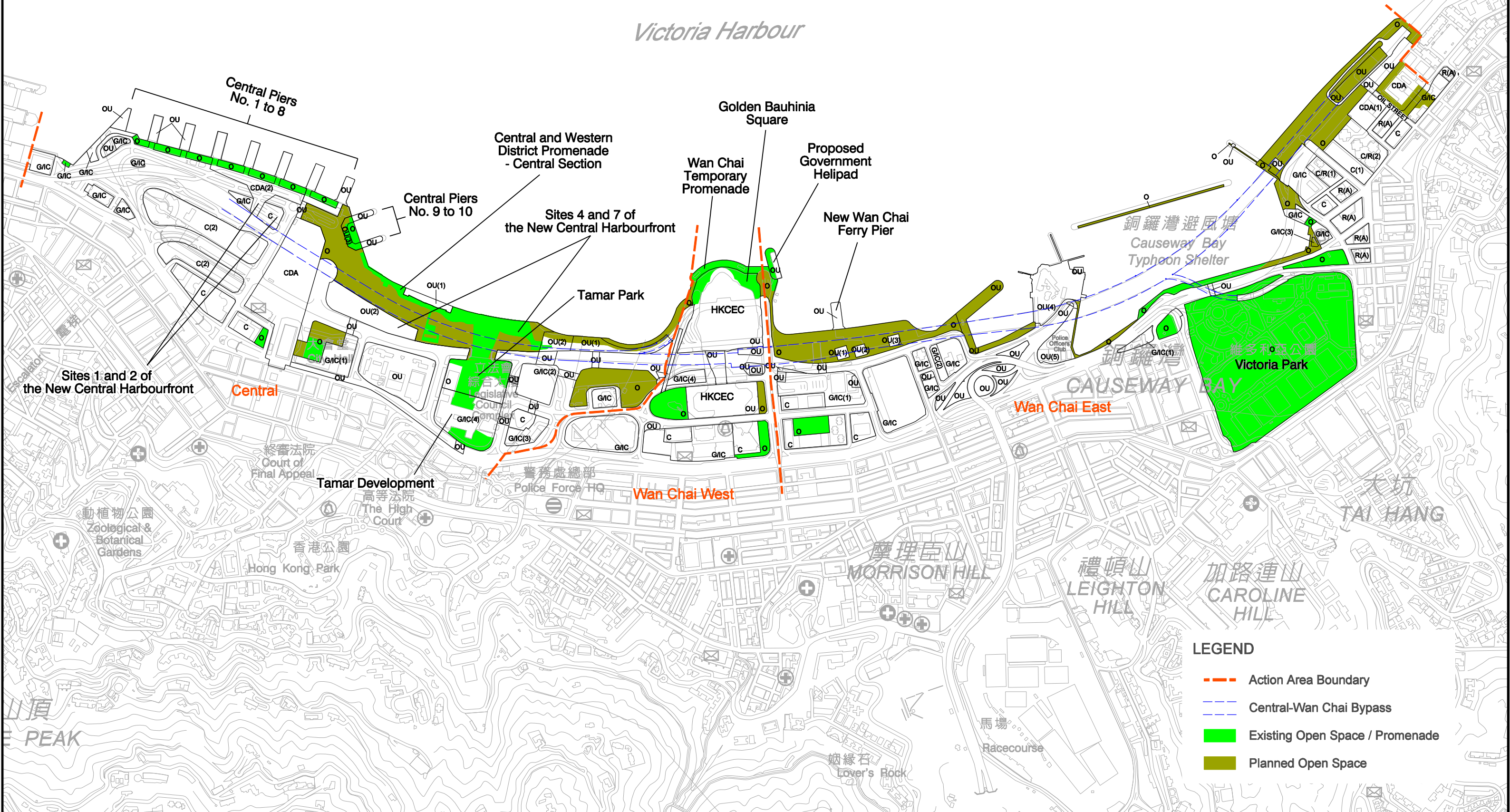
Action Areas in Hong Kong Island West

Plan HK-1





Victoria Harbour

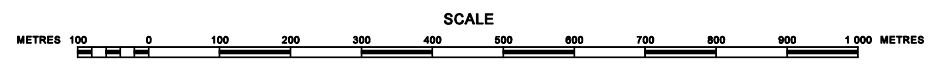


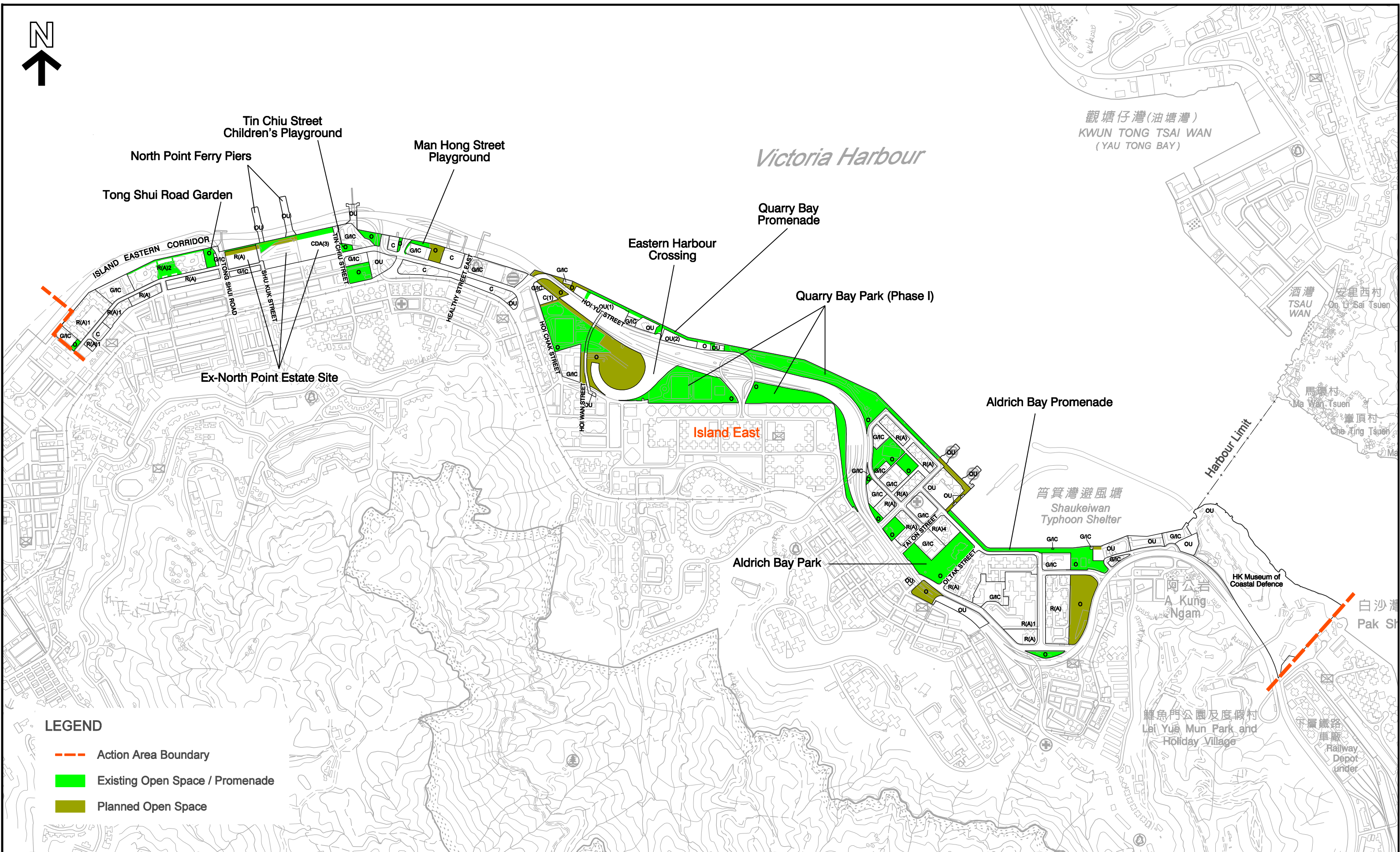
LEGEND

- - - Action Area Boundary
- - - Central-Wan Chai Bypass
- Existing Open Space / Promenade
- Planned Open Space

Action Areas in Central and Wan Chai

Plan HK-2





Action Area in Hong Kong Island East

Plan HK-3

An Overview of Harbourfront Enhancement by Action Areas in Kowloon, Tsuen Wan and Kwai Tsing
(as at November 2013)

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
1. Tsing Yi North Action Area¹ (Plan K-1)		
(a) Major open space includes the continuous waterfront promenade fronting Cheung On Estate, Villa Esplanada and Tierra Verde	<ul style="list-style-type: none"> Existing open space including Tsing Yi Promenade (Maritime Square portion opened in 1998, Grand Horizon portion in 2001, Villa Esplanada portion in 2002 and Areas 3 and 8 portion in 2004) and Tsing Yi Northeast Park (opened in 2010). 	
(b) Activation of the waterfront and open spaces through designating public areas for outdoor seating and other uses	<ul style="list-style-type: none"> Subject to private initiative to activate public open space in private areas. 	
(c) The Tsing Yi Northeast Park located at Tam Kon Shan Road	<ul style="list-style-type: none"> The park was opened to the public in June 2010. 	
2. Tsuen Wan Action Area² (Plan K-1)		
(a) Major open space – Tsuen Wan Rivera Park, Tsuen Wan Park and Tsuen Wan waterfront promenade	<ul style="list-style-type: none"> Existing open space including Tsuen Wan Rivera Park and Tsuen Wan Park (Phase II opened in 2008) 	
(b) Construction of a cycle track between Tsuen Wan and Tuen Mun for recreation purpose	<ul style="list-style-type: none"> Detailed design of the Advance Works (section between Tsing Tsuen Bridge and Bayview Garden) and Stage 1 	<ul style="list-style-type: none"> 4th Meeting on 16 March 2011

¹ A well-developed area with mainly residential use at the north eastern part including a mix of private (e.g. Villa Esplanada and Tierra Verde) and public housing estates (e.g. Cheung On Estate and Cheung Fat Estate), with waterfront served by the Tsing Yi MTR Station.

² The area dominated by mainly residential developments, the new West Rail Station and a new waterfront, with beaches at the west side

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<p>works (section between Bayview Garden and Ting Kau) are in progress. Environmental impact assessment for Stage 1 Works is also in progress. The road scheme for the Advance Works was gazetted on 27 July 2012 and comments received have been addressed.</p> <ul style="list-style-type: none"> Recently, the Civil Engineering and Development Department (CEDD) jointly organised a design competition with the Architectural Services Department (ArchSD). Its aim is to obtain some schematic architectural design ideas for the proposed cycle track between Serenade Cove and Ting Kau. CEDD is currently reviewing whether the winning design can be incorporated into the design of the Advance Works and Stage 1 Works. After the study and design, the amendment road scheme will be gazetted. The programme of construction work for each section is under review. 	
<p>(c) The section of the public waterfront promenade fronting the Tsuen Wan West Station property development</p>	<ul style="list-style-type: none"> The section will be re-constructed by the future developer. The MTR Corporation Limited (MTRCL) tendered the development sites in January 2012 	<ul style="list-style-type: none"> 6th Meeting on 27 July 2011

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<p>and the Cityside portion tender was awarded. The MTRCL re-tendered the site of the Bayside portion in July 2012 and it was awarded in August 2012. Design for the promenade is being carried out by the developer. The MTRCL will consult the Task Force on the design of the promenade later in 2014.</p>	
<p>3. Western Harbour Action Area³ (Plan K-1)</p>		
<p>(a) Generally for port-related uses, with other major developments including Ngong Shuen Chau Barracks, Tsuen Wan Chinese Permanent Cemetery and a former landfill at Gin Drinkers Bay</p>	<ul style="list-style-type: none"> • Reserved for port-related development in the long run. Opportunities for visitation programme by port operators could be explored. • The Leisure and Cultural Services Department (LCSD) has consulted the District Facilities Management Committee (DFMC) of the Kwai Tsing District Council (KWTDC) on the future development of the Kwai Chung Park on 26 February and 18 June 2013. Taking into account members' views and the technical constraints of the landfill site, LCSD is preparing a draft project scope for consulting the KWTDC in early December 2013. 	

³ Hong Kong's industrial harbour covers the waterfronts of Cheung Sha Wan, Stonecutters Island, the south-western part of Kwai Chung and the south-eastern part of Tsing Yi.

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
(b) Suggestion of releasing and opening a part of the Cheung Sha Wan Wholesale Market (CSWWM) for public enjoyment of this waterfront area	<ul style="list-style-type: none"> • Relevant bureau and departments will look into the technical feasibility of implementation of a long-term enhancement proposal to CSWWM proposed by members of Sham Shui Po District Council, having regard to various factors including that the operation of the Market should not be adversely affected, technical constraints of the market building, public health and food safety would not be compromised etc. • PlanD is reviewing the land use of the adjacent site in the northwest (i.e. CSWWFM Phase 2 site). A waterfront promenade is proposed along the waterfront in the south of Phase 2 site which has included a disused pier of the CSWWFM. 	<ul style="list-style-type: none"> • 2nd Meeting on 29 November 2010
4. Yau Ma Tei Action Area⁴ (Plan K-2)		
(a) Sections of the waterfront promenade in front of the Long Beach, Imperial Cullinan and One Silver Sea	<ul style="list-style-type: none"> • Existing private-managed open space 	

⁴ The area dominated by PCWA and the New Yau Ma Tei Typhoon Shelter, some Government uses, and new residential developments and adjoining public promenade/open space along Hoi Fai Road and the Tai Kok Tsui waterfront

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
(b) Open space at ex-Tai Kok Tsui Bus Terminus site	<ul style="list-style-type: none"> The site will be developed by LCSD into a public open space. In 2011, the Task Force had been consulted of the design of the open space. Planning and design is in progress. 	<ul style="list-style-type: none"> 3rd Meeting on 12 January 2011
(c) Waterfront promenade development of the vacant site located to the north of Yau Ma Tei Typhoon Shelter	<ul style="list-style-type: none"> Construction works for the “Tai Kok Tsui Advance Promenade” commenced on 30 August 2013 and are expected to be completed by end-2014. Planning and design for the “Dry Weather Flow Interceptor at Cherry Street Box Culvert” is being carried out by Drainage Services Department (DSD). Subject to planning approval from the Town Planning Board and funding support by the Legislative Council, the project would be implemented, and is expected to be completed by Q3 2019. 	<ul style="list-style-type: none"> 4th Meeting on 16 March 2011 11th Meeting on 20 November 2012 12th Meeting on 22 January 2013 13th Meeting on 16 May 2013
(d) Yau Ma Tei Public Cargo Working Area (PCWA)	<ul style="list-style-type: none"> In view of the strong demand for the New Yau Ma Tei PCWA by the trade, the Marine Department (MD) has no plan to close or relocate it. Exploration of the future marine uses of PCWA and typhoon shelters is suggested. In the long run, access route from the 	<ul style="list-style-type: none"> 13th Meeting on 16 May 2013

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	inland would be provided for the north-south pedestrian connectivity between the Tai Kok Tsui waterfront and West Kowloon Cultural District (WKCD) after the completion of Express Rail Link and Central Kowloon Route projects.	
5. West Kowloon Cultural District Action Area⁵ (Plan K-2)		
(a)The West Kowloon Cultural District (WKCD) Development	<ul style="list-style-type: none"> • In view of the challenges presented by the escalation in construction costs and the user requirements consolidated with park operations, WKCD Authority (WKCDA) announced on 28 June 2013 that a pragmatic approach would be adopted to develop facilities that were fit for purpose and to deliver the Park and some arts and cultural facilities for early enjoyment by the public and the arts community. • WKCDA is exploring an alternative way to develop a quality open space with a cluster of modular arts and cultural facilities and “pop-up” catering facilities which can be delivered in much compressed programmes. 	<ul style="list-style-type: none"> • 1st meeting on 4 October 2010 • 7th Meeting on 19 October 2011 • 9th Meeting on 18 April 2012

⁵ A large site reserved for the development of the West Kowloon Cultural District (WKCD)

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
<p>(b) WKCD Headland Area</p>	<ul style="list-style-type: none"> • The “Existing Open Space/Promenade” at the headland area of WKCD has been taken over by the WKCD under a short-term tenancy commencing 3 October 2012. The promenade is currently open for public use except when it is occupied by temporary events and their setting up. • The construction works for a tree nursery at the northern portion of the headland area was completed in October 2013. The purpose of the tree nursery is to facilitate the nurturing and acclimatization of plants for the Park, and it would be open to the public for education programme. An automated bicycle rental system will soon be launched as a pilot scheme. Possible options for temporary landing facilities, such as floating pontoons, are being examined. • The existing waterfront promenade together with the headland area will become the WKCD Park upon development. The Park will be built in stages so that the facilities involved can still be opened for public uses as far as practicable. 	<p><i>Temporary uses-</i></p> <ul style="list-style-type: none"> • 5th Meeting on 31 May 2011 • 7th Meeting on 19 October 2011

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
6. Tsim Sha Tsui West Action Area⁶ (Plan K-3)		
(a) Enhancement of the connectivity of the action area to the WKCD	<ul style="list-style-type: none"> Subject to private sector's participation. 	
7. Tsim Sha Tsui East Action Area⁷ (Plan K-3)		
(a) Major open space includes the Tsim Sha Tsui Promenade (including Avenue of Stars)	<ul style="list-style-type: none"> Existing open space and the Avenue of Stars (opened in 2004) The New World Development Company has put forward a comprehensive enhancement proposal for the TST waterfront covering the Avenue of Stars, Salisbury Garden and at-grade pedestrian crossing at Salisbury Road. An at-grade pedestrian crossing will be added at Salisbury Road near Peninsula Hotel, and is targeted to be completed in latter half of 2014. 	<ul style="list-style-type: none"> 8th Meeting on 18 January 2012 12th Meeting on 22 January 2013
(b) Tsim Sha Tsui Promenade Beautification Project which included hard and soft landscape improvement, outdoor space for performance and alfresco dining, etc.	<ul style="list-style-type: none"> The Project was completed in 2006 for public enjoyment. 	

⁶ Waterfront dominated by large private mixed use developments including hotel, office, retail and cruise/cross-boundary ferry terminals. Major developments include Ocean Terminal, Harbour City and China Hong Kong City.

⁷ A well-established waterfront promenade along Salisbury Road and hinterland as a major tourism, commercial and residential area. Waterfront includes commercial, cultural and hotel developments.

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
<p>(c) Proposed development of a tourism node in the vicinity of Tsim Sha Tsui (TST) pier</p>	<ul style="list-style-type: none"> • The Administration announced its decision to shelve the Tsim Sha Tsui Piazza Project on 8 August 2012. • The gazette notice of the turnaround works under the revised proposal lapsed on the statutory deadline (i.e. 8 August 2012). The Administration subsequently published a notice in the gazette on 14 September 2012 that the turnaround works would not be executed. 	<ul style="list-style-type: none"> • 6th Meeting on 27 July 2011 • 11th Meeting on 20 November 2012
<p>(d) Enhancement of footbridges across Mody Road and Salisbury Road by replacing ramps by lifts</p>	<ul style="list-style-type: none"> • Lift for the footbridge near Houston Centre and South Sea Centre was opened to the public in June 2012. • Lift for the footbridge near Intercontinental Grand Stanford Hong Kong was opened to public on 9 August 2013. 	
<p>(e) Enhancement of LCSD Sites</p>	<ul style="list-style-type: none"> • LCSD is formulating a major renovation plan of the Hong Kong Museum of Art (HKMA). LCSD is also exploring the possibility of providing dining facilities with outdoor seating facing the harbour in LCSD's cultural facilities. LCSD consulted the Task Force on the provision of an Art Square at Salisbury Garden and the 	<ul style="list-style-type: none"> • 12th Meeting on 22 January 2013 • 13th Meeting on 16 May 2013

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<p>renovation plan of HKMA on 22 January 2013 and 16 May 2013 respectively. The planning application for minor relaxation of building height restriction for the HKMA was approved by the Town Planning Board on 6 September 2013.</p>	
<p>(f) Improving directional signage from Nathan Road and Salisbury Road to waterfront</p>	<ul style="list-style-type: none"> • The improvement of directional signage from Nathan Road and Salisbury Road to waterfront was completed in late April 2013. • A working group (WG) has been set up to holistically review existing signages and map out enhancement measures. The WG was coordinated by Harbour Unit with the participation of TD, LCSD, TC, CEDD, HAD, MTRCL and HK Tourism Board. • Three meetings were conducted to explore the best routings from TST and TST East MTR stations to the harbourfront destinations such as Star Ferry Pier, Museum of Art, Avenue of Stars, etc. Departments and institutions concerned have completed the stocktaking of existing signages and identifying possible improvements. The WG is also considering production 	<ul style="list-style-type: none"> • 8th Meeting on 18 January 2012 • 11th Meeting on 22 January 2013

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	of a mobile application for an interactive walking map for the area.	
8. Hung Hom West Action Area⁸ (Plan K-3)		
(a) Development of the waterfront portion of the Area	<ul style="list-style-type: none"> • Under the Hung Hom District Study, the waterfront portion of the site is proposed for retail, hotel, waterfront-related leisure uses and a publicly-accessible waterfront promenade. • The Freight Yard will be converted to stabling sidings for Shatin to Central Link (SCL) and the International Mailing Centre will be relocated to Kowloon Bay to make way for the construction of Tai Wai to Hung Hom section of SCL. The proposed development will be subject to the completion of the works of SCL, tentatively in 2018. 	<ul style="list-style-type: none"> • 1st meeting on 4 October 2010
9. Hung Hom East Action Area⁹ (Plan K-3)		
(a) Tai Wan Shan Park	<ul style="list-style-type: none"> • Existing open space. Beautification Works of Tai Wan Shan Park (Promenade) including landscaping beautification, wall repainting, installation of arbours and benches, 	

⁸ Area dominated by the integrated rail complex including the Hung Hom Station, Hong Kong Coliseum, MTRC Freight Yard, International Mail Centre (IMC) and the adjacent commercial development to the east, i.e. the Metropolis

⁹ A well-developed waterfront adjacent to a mix of commercial, residential and community uses

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	and a mural of mosaic tiling on part of the external wall of the Swimming Pool completed in April 2009.	
(b) Waterfront promenade in front of Laguna Verde	<ul style="list-style-type: none"> • Existing private-managed open space 	
(c) Waterfront promenade in front of Harbourfront Landmark, Harbour Grand Hotel	<ul style="list-style-type: none"> • Existing private-managed open space 	
(d) Hung Hom Promenade (Initial Development) and the Extension of Tsim Sha Tsui Promenade	<ul style="list-style-type: none"> • Existing open space (opened in September 2011). In the long run, LCSD plans to develop the open space to the west of Kin Wan Street together with this section of the promenade as a permanent open space. 	<ul style="list-style-type: none"> • 4th Meeting on 16 March 2011
(e) Two CDA Sites at Hung Luen Road	<ul style="list-style-type: none"> • The “CDA(1)” and “CDA(2)” sites were sold by tender in December and August 2011 respectively. • On 20 April 2012, a Master Layout Plan (MLP) submitted under s16 application for “CDA(2)” site was approved with conditions by the TPB. • On 19 July 2013, a Master Layout Plan (MLP) submitted under s16 application for “CDA(1)” site was approved with conditions by the TPB. 	<ul style="list-style-type: none"> • 7th Meeting on 19 October 2011 • 12th Meeting on 22 January 2013

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<ul style="list-style-type: none"> On 19 September 2013, a s16 application was received by the TPB for amendments to the approved scheme for “CDA(1)” site. On 1 November 2013, further information on the application was received by the TPB and the application is tentatively scheduled for consideration by the TPB on 13 December 2013. 	
(f) The Hung Hom Bus Terminus Site in front of the Hung Hom Piers	<ul style="list-style-type: none"> A Public Transport Interchange (PTI) will be included in the development of “CDA(1)” site in future so as to vacate the land currently occupied by Hung Hom Bus Terminus to provide open space for public enjoyment. 	
10. To Kwa Wan Action Area¹⁰ (Plan K-3)		
(a) The waterfront open space project at Ma Tau Kok	<ul style="list-style-type: none"> The project is a combined development of Hoi Sham Park, an open space at Chi Kiang Street and a section of Chi Kiang Street upon its closure from vehicular traffic. A Value Management Workshop was held on 7 May 2012. HC and KCDC representatives attended the workshop and provided their suggestions on the design of the project. LCSD further 	

¹⁰ A primarily industrial area, with a privately-owned pier and To Kwa Wan Preliminary Treatment Works along the waterfront

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	consulted Members of the Kai Tak Task Force and Kowloon Task Force on the design on 14 May 2013.	
11. Yau Tong Bay Action Area¹¹ (Plan K-4)		
(a) Yau Tong Bay Comprehensive Development Area (“CDA”)	<ul style="list-style-type: none"> • Under the requirements of “CDA” zone of Yau Tong Bay, the private developer is required to provide a public waterfront promenade with a minimum width of 15 metres and a total area of not less than 2.47 hectares within the site. • The application was approved by the MPC with conditions on 8 February 2013 after taking into account the comments from HC Kowloon Task Force and other members of the public. 	<ul style="list-style-type: none"> • 4th Meeting on 16 March 2011 • 7th Meeting on 19 October 2011 • 11th Meeting on 20 November 2012
(b) Proposed conversion of Wing Shan Industrial Building	<ul style="list-style-type: none"> • The project proponent applied for an in-situ conversion of existing industrial/go-down building for hotel/shop and services uses for the life-time of the building with the provision of a 20m wide public waterfront promenade. The application was approved by the MPC of TPB with conditions on 10 	<ul style="list-style-type: none"> • 1st Meeting on 4 October 2010

¹¹ An area due for renewal with waterfront dominated by shipyards, sand depots and other industrial uses. Some GIC facilities and the Eastern Harbour Crossing Ventilation Building along the waterfront

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
	<p>September 2010.</p> <ul style="list-style-type: none"> The project proponent submitted another planning application to amend the previously approved scheme to add one set of landing steps and to retain the land title, management and maintenance responsibility of the proposed 20m waterfront promenade and the landing steps within the application site in the course of operation of the converted building. The application was approved by the MPC of TPB with conditions on 30 March 2012. 	
12. Yau Tong Action Area¹² (Plan K-4)		
(a) Major open space includes Sam Ka Tsuen Recreation Ground	<ul style="list-style-type: none"> Existing open space. 	
(b) “CDA” in Yau Tong Industrial Area	<ul style="list-style-type: none"> PlanD is now reviewing the zoning of the “CDA” in Yau Tong Industrial Area, with an objective to splitting up the existing “CDA” in order to expedite the pace of redevelopment, and will make recommendations for harbourfront enhancement. 	

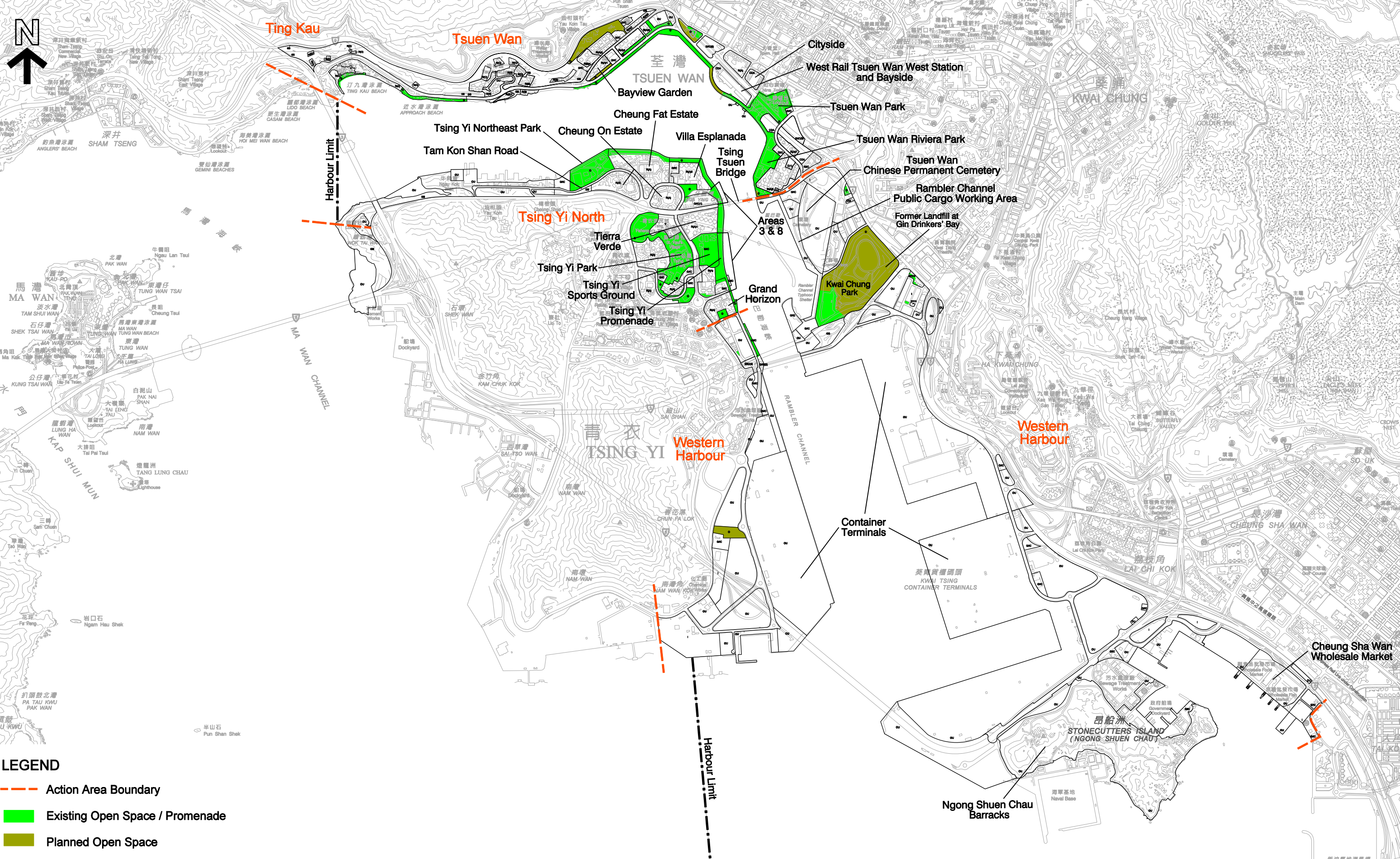
¹² An area due for renewal with waterfront dominated by private industrial uses with some public utilities, a wholesale fish market and temporary uses

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
13. Lei Yue Mun Action Area¹³ (Plan K-4)		
(a) Major open spaces include Lei Yue Mun Typhoon Shelter Breakwater Sitting-Out Area and Lei Yue Mun Waterfront Sitting-Out Area	<ul style="list-style-type: none"> Existing open space. 	
(b) Minor improvement works include renovation of the Lei Yue Mun Waterfront Sitting-out Area, repaving of the footpath serving the seafood restaurants, construction of a “Pai Lau”, and provision of a taxi stand and coach laybys	<ul style="list-style-type: none"> Works completed by the Tourism Commission (TC) in 2003. 	
(c) Lei Yue Mun Waterfront Enhancement Project.	<ul style="list-style-type: none"> The relevant statutory procedures for gazettal of the project works under the Foreshore and Seabed (Reclamations) Ordinance are in progress. Scope of works includes the construction of a public landing facility-cum-waterfront promenade and other streetscape improvement works. The Task Force considered that the project should be implemented as part of an overall upgrading works of Lei Yue Mun that also address sewerage and other issues. 	<ul style="list-style-type: none"> 1st Meeting on 4 October 2010 3rd Meeting on 12 January 2011

¹³ The area, comprises Sam Ka Tsuen Typhoon Shelter, Sam Ka Tsuen Ferry Pier and Lei Yue Mun waterfront, is a tourist attraction famous for seafood restaurants and small scale traditional settlements.

Harbourfront Enhancement by Action Areas	Progress/Remarks	Date(s) of Discussion at the Task Force
(d) Improvement of pedestrian connectivity to MTR station	<ul style="list-style-type: none">• It is the intention to provide a pedestrian connection from Lei Yue Mun to Yau Tong MTR Station via the waterfront promenade. Opportunities would arise upon the development of sites involved including the proposed Yau Tong Bay CDA.• It is proposed that 2 connecting footbridges would be constructed between Yau Tong Bay CDA and Yau Tong MTR station by the developer of Yau Tong Bay CDA. Its completion programme will be tallied with the development programme of the “CDA” site.	

**Secretariat
Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Harbourfront Commission
November 2013**

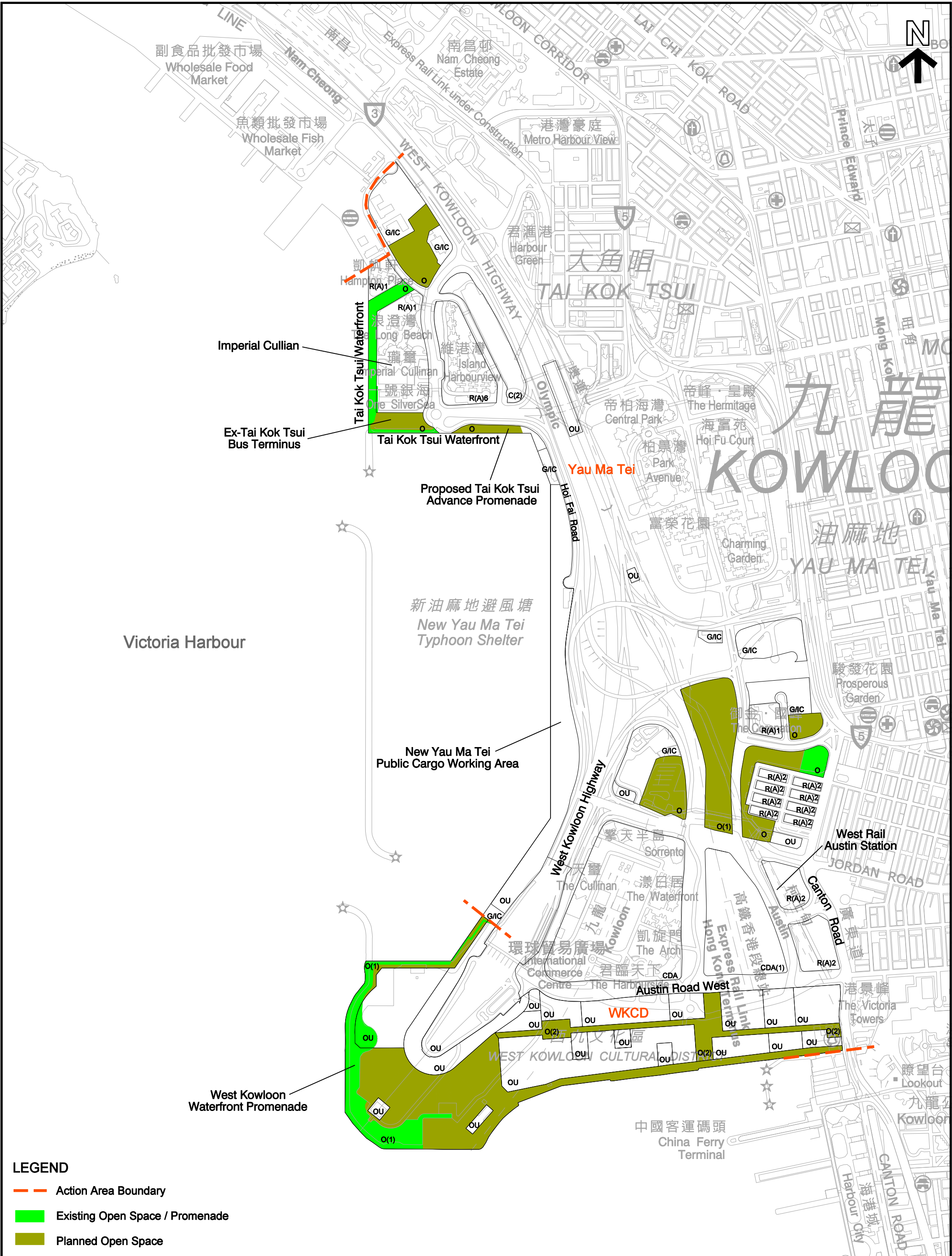


- LEGEND**
- Action Area Boundary
 - Existing Open Space / Promenade
 - Planned Open Space

Action Areas in Tsuen Wan and Kwai Tsing



Plan K-1

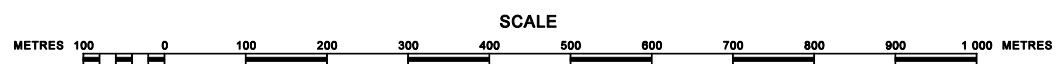


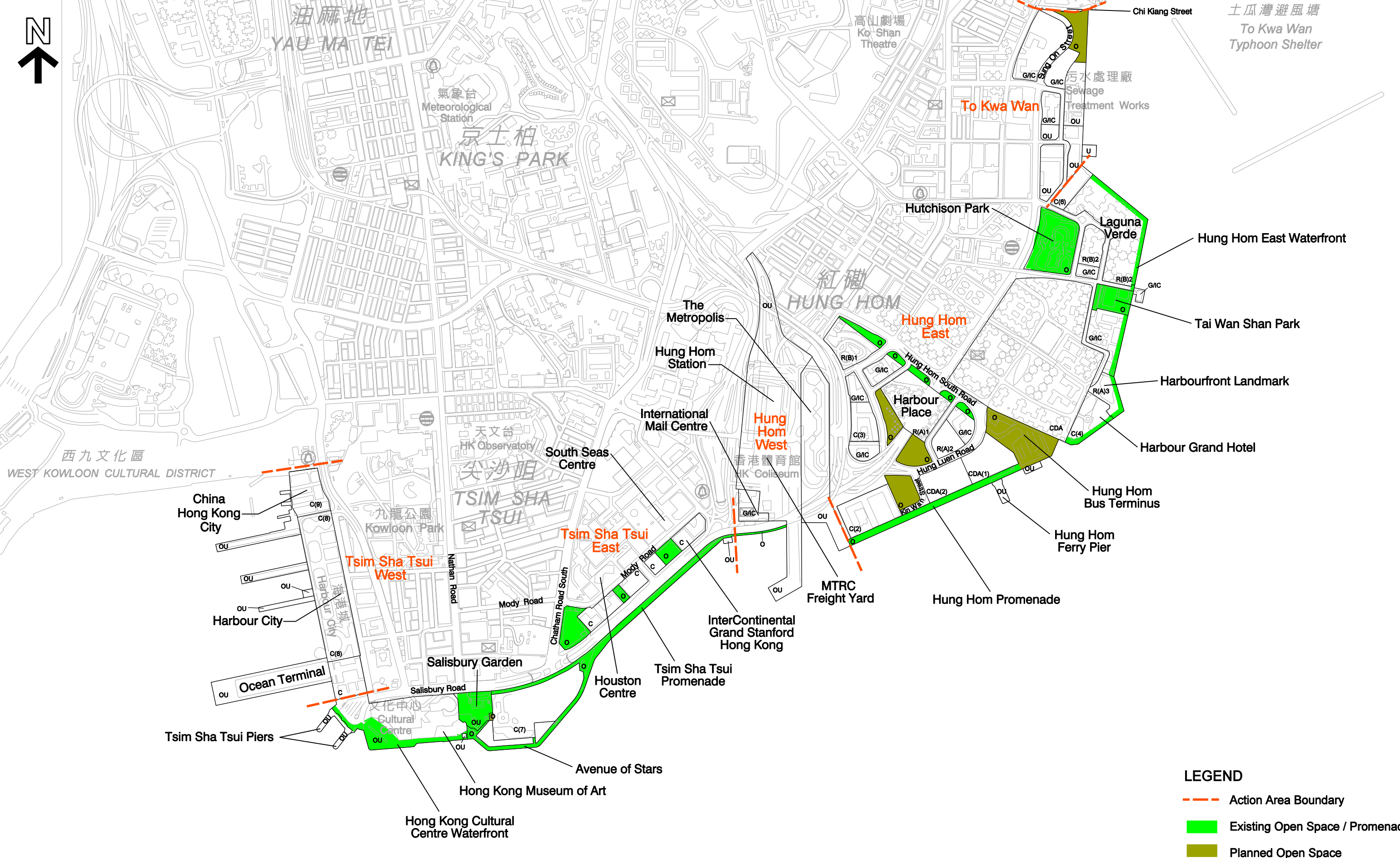
LEGEND

- Action Area Boundary
- Existing Open Space / Promenade
- Planned Open Space

Action Areas in West Kowloon

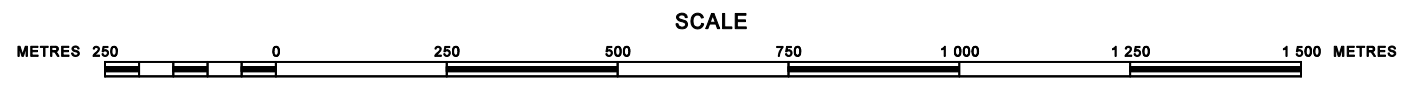
Plan K-2

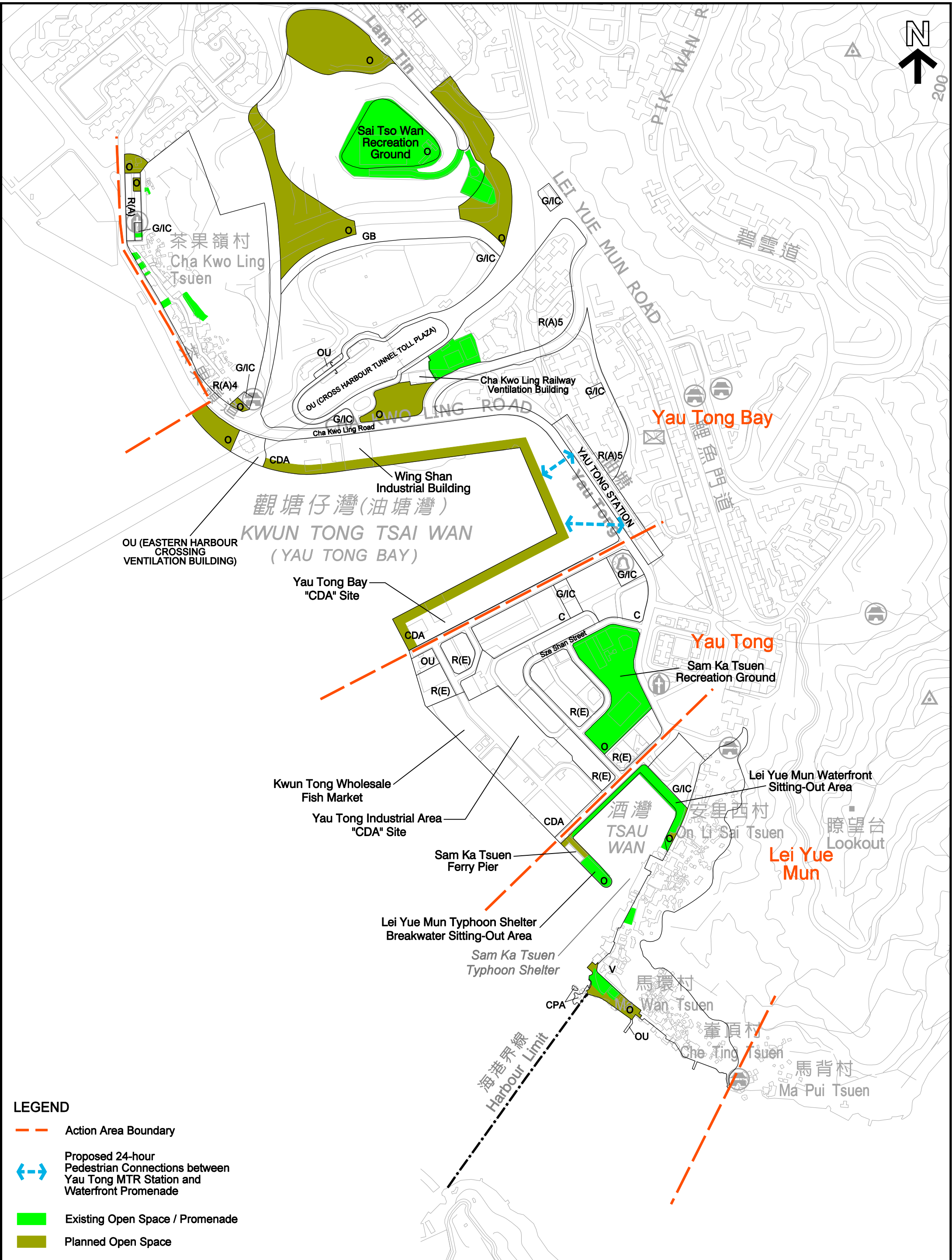




Action Areas in Tsim Sha Tsui and Hung Hom

Plan K-3

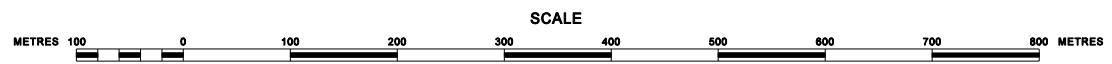


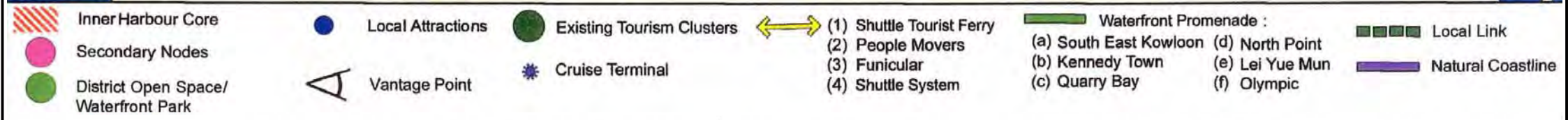
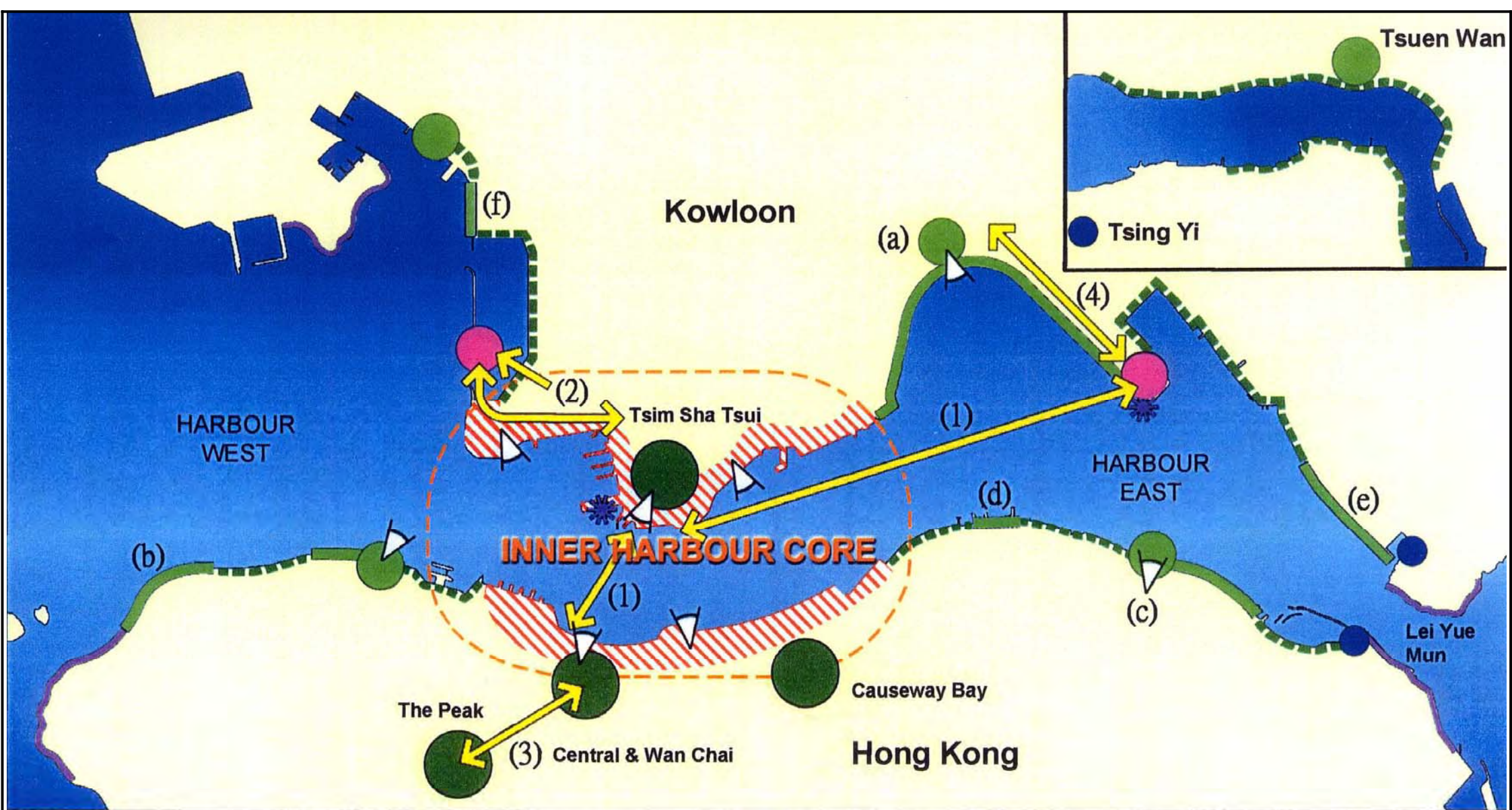


- LEGEND**
- - - Action Area Boundary
 - ← - - - → Proposed 24-hour Pedestrian Connections between Yau Tong MTR Station and Waterfront Promenade
 - Existing Open Space / Promenade
 - Planned Open Space

Action Areas in Kowloon East

Plan K-4





Planning Study on the Harbour and its Waterfront Areas
Harbour Planning Framework

PLANNING DEPARTMENT

M/SR/HP/13/003_4

Date: 29/11/2013



Plan
1a



**Planning Study on the Harbour and its Waterfront Areas
Action Area Plans**

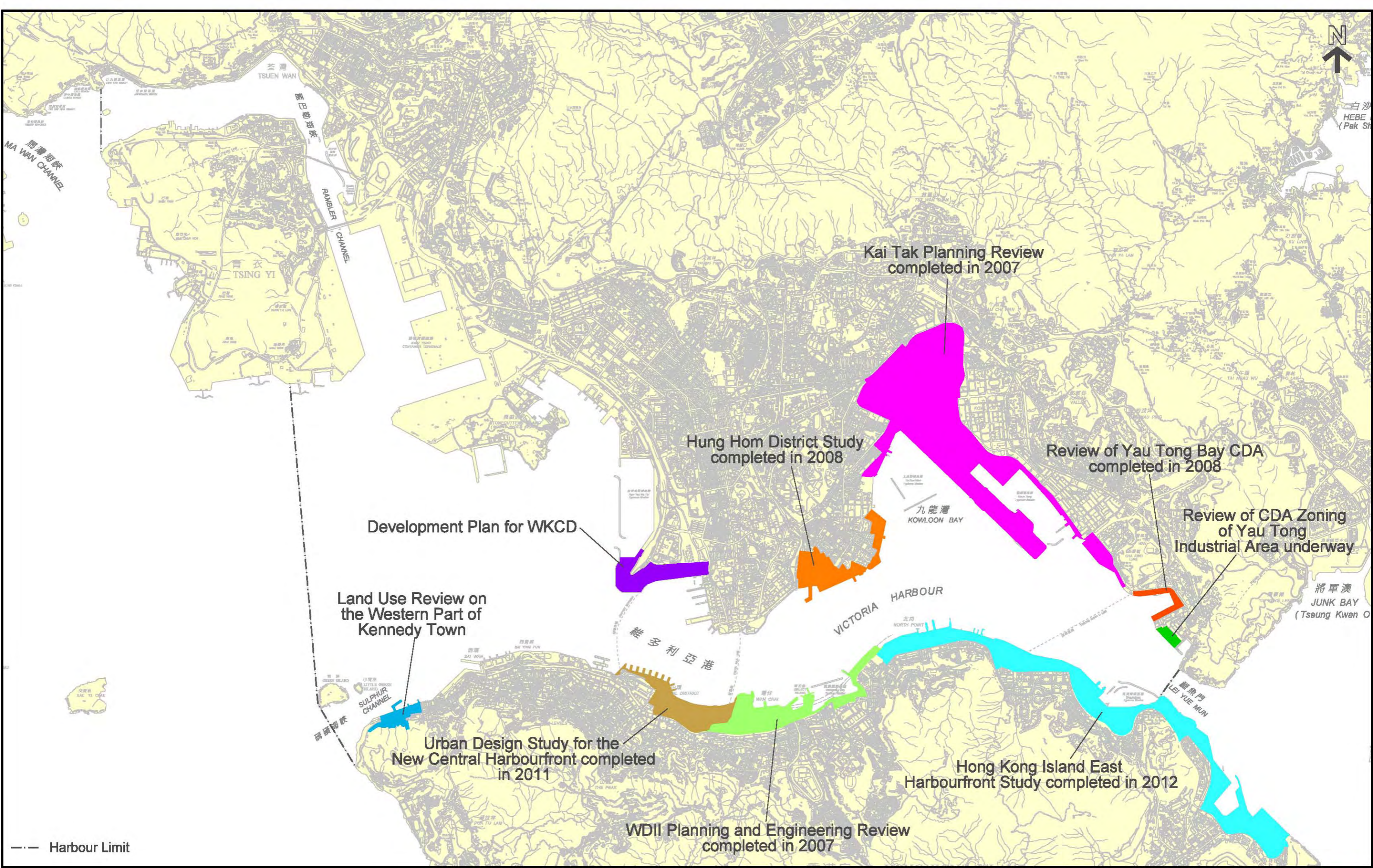
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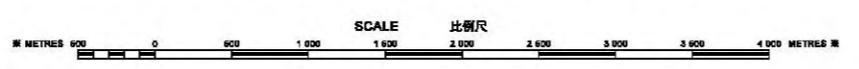
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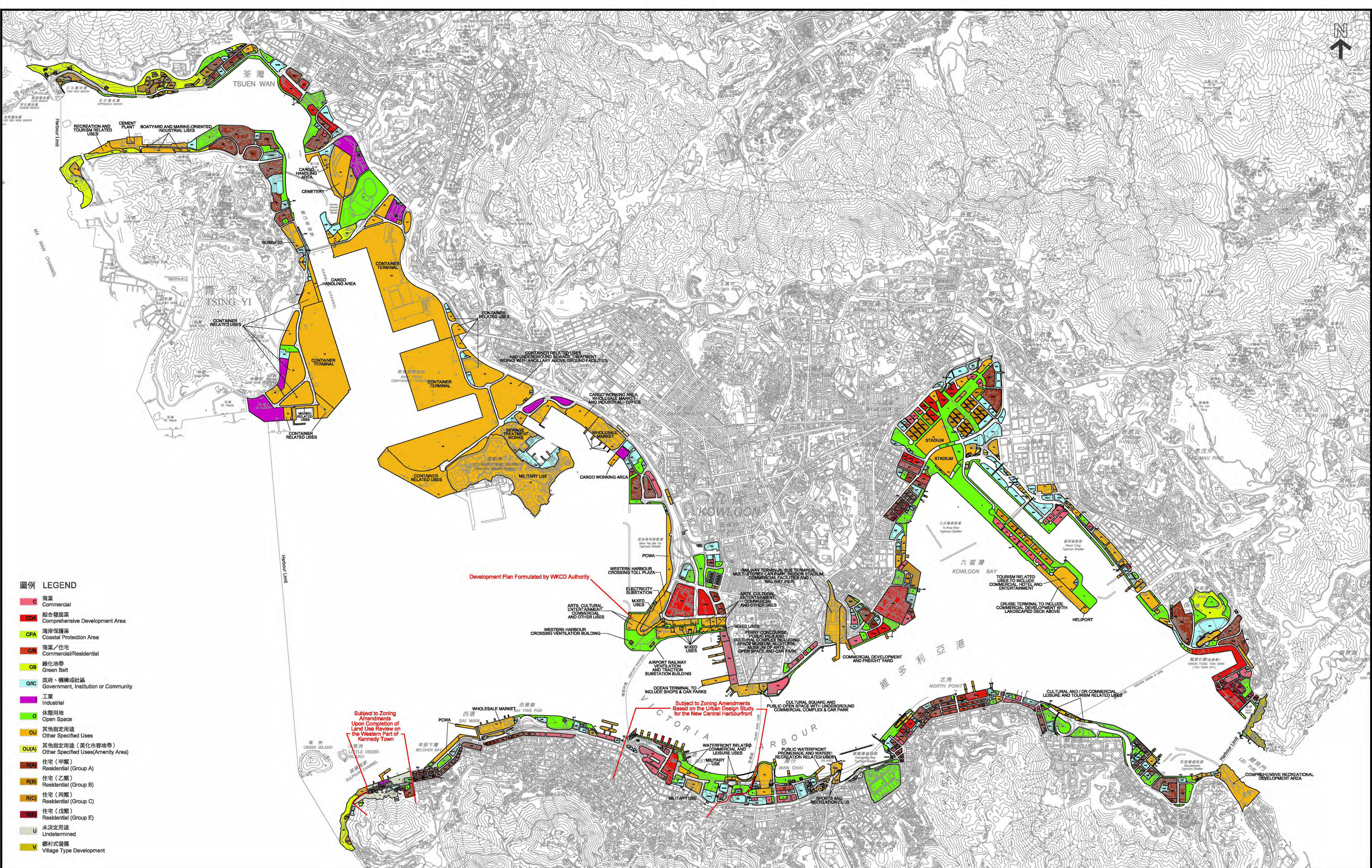
District-based Studies/Reviews



PLANNING DEPARTMENT 

M/SR/HP/13/003-2
 DATE : 28/11/2013

Plan 2

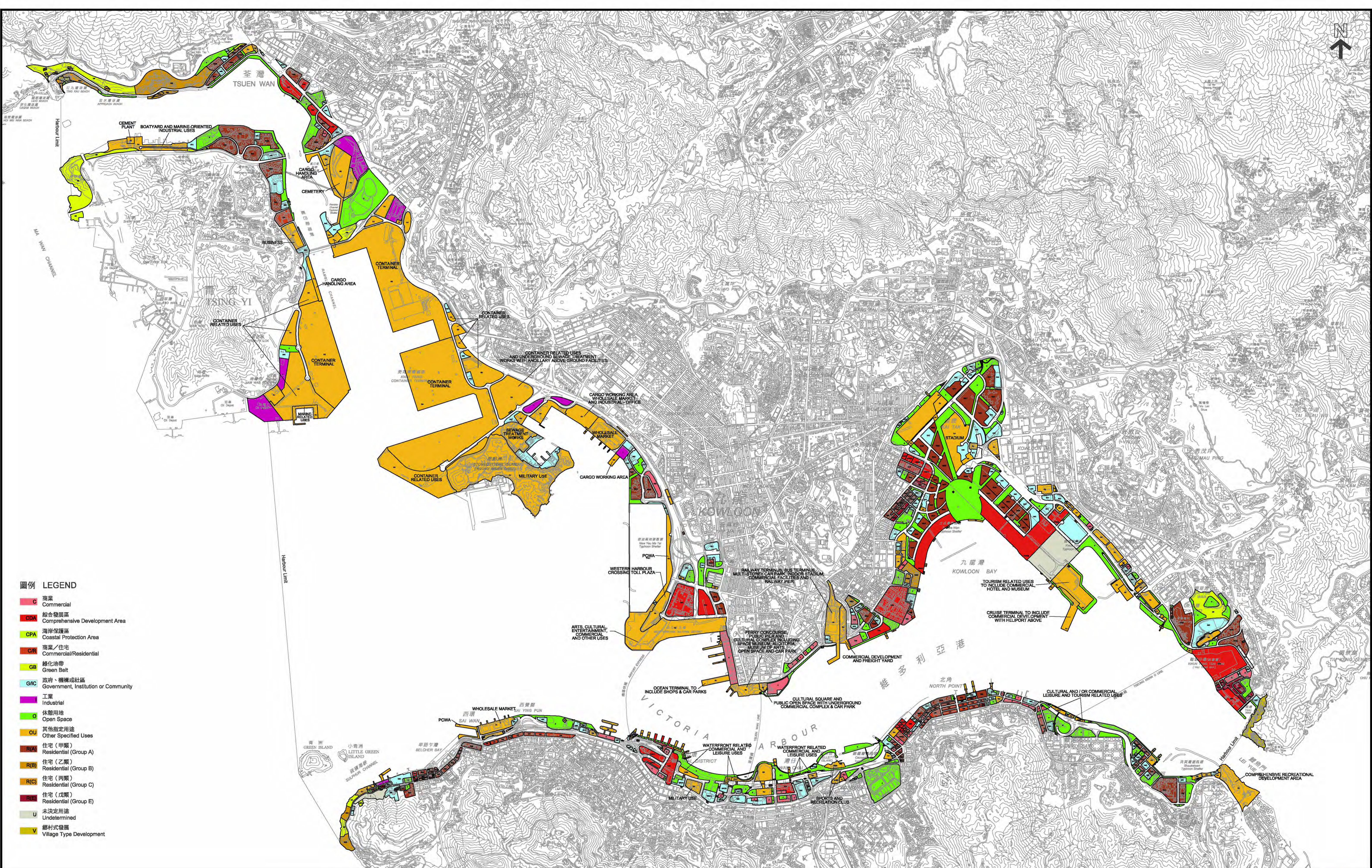


Existing Land Use Zonings for Victoria Harbourfront

PLANNING DEPARTMENT

M/SR/HP/13/003-1a
DATE : 28/11/2013

Plan 3a



Land Use Zonings for Victoria Harbourfront (April 2004)

PLANNING DEPARTMENT

M/SR/HP/13/003-3
DATE : 28/11/2013

Plan 3b