

# **TOWN PLANNING BOARD**

**TPB Paper No. 11007**

**For Consideration by  
the Town Planning Board on 13.6.2025**

**PRELIMINARY DEVELOPMENT PROPOSAL OF  
SITES AROUND HUNG HOM STATION AND WATERFRONT AREAS**

## **Preliminary development proposal of sites around Hung Hom Station and waterfront areas**

### **PURPOSE**

At the invitation of the Government, the Mass Transit Railway Corporation Limited (MTRCL) has completed a land use study on the re-planning of sites around Hung Hom Station and its waterfront areas. This paper briefs Members on the planning vision and positioning, as well as the land use proposals for the sites formulated by the Government after reviewing the recommendations put forward by the study mentioned above.

### **PLANNING VISION AND POSITIONING**

2. Situated at a prime harbourfront location, the sites around Hung Hom Station and its waterfront areas are not only conveniently-served by transportation, but also close to the commercial area in Tsim Sha Tsui. A ferry ride to the core business district in Central across the harbour only takes around 16 minutes. With the commissioning of the East Rail Line cross-harbour extension two years ago, it now only takes around 7 minutes and 40 minutes to travel from Hung Hom to Admiralty and Lo Wu respectively. As the interchange of the East Rail Line and the Tuen Ma Line, Hung Hom is now an important interchange hub and is well-positioned to capture new development opportunities through re-planning. In view of this, the 2023 Policy Address proposed to re-plan the sites around Hung Hom Station and its waterfront areas so as to unleash the development potential of the district. The 2024 Policy Address further proposed to construct and operate yacht berthing facilities at the water body adjacent to the sites so as to promote yacht tourism.

3. To fully capitalise on the unique geographical advantages of the sites, we propose to develop the sites into a **new harbourfront landmark**, brining benefits to the district and the Hung Hom community in four aspects: (1) enhancing commuting experience for the public, (2) improving pedestrian connectivity, (3) enlivening Hung Hom harbourfront, enriching visitor experience, and (4) creating a new landmark, making good use of the prime site as well as adding vibrancy and energy to the Victoria Harbour. The proposal includes a series of measures to improve the waiting environment for the passengers, enhance the pedestrian connectivity across regions and the accessibility of the harbourfront area and expand the offerings of land-based and water leisure activities. We also suggest to construct yacht berthing facilities, to be integrated with land-based facilities for retail, food and beverages as well as entertainment so as to provide tourists and the public with a fresh and diverse travel experience. The Hung Hom Station and the Hong Kong Coliseum would remain fully intact, even though we have proposed to improve the public spaces outside the two premises, their connectivity, ancillary transport facilities and layout, etc.

4. We hope to showcase the new face of Hung Hom through re-planning, attracting the public to explore and experience the charm of Hong Kong as a metropolis and the unique scenery of the Victoria Harbour, and at the same time create a new iconic landmark for Hong Kong, providing visitors with unique memories embodied with Hong Kong characteristics.

## Overview of the Proposal

5. The study area is approximately 24 hectares (ha), comprising around 14 ha of land and 10 ha of water body (see **Plan 1**). We propose to transform the site into a new harbourfront landmark in four aspects, with ideas outlined below –

### (1) Enhancing Commuting Experience for the Public

6. Currently, there are various public transport facilities around the Hung Hom Mass Transit Railway (MTR) Station, including an open-air public transport interchange (PTI), a cross-harbour bus interchange station at the Cross Harbour Tunnel (CHT), parking spaces and laybys for cross-boundary and cross-district coaches, taxi stands and general pick-up and drop-off areas, etc. However, as the transport facilities mentioned above are currently scattered around the Hung Hom Station, the public may sometimes need to cross the road. As most of the waiting areas have no shelter, passengers are also exposed to both sun and rain. Besides, following the implementation of HKeToll at the CHT in July 2023, the facilities at the toll plaza have already been removed. This has provided us with the opportunity to explore how to make better use of the land released<sup>1</sup>. To enhance the commuting experience for the public while unlocking the development potential of the area around the Hung Hom Station<sup>2</sup>, we propose to develop the Hung Hom Station and the surrounding area into a **commercial and transport hub**, integrating and optimising the various transport facilities currently scattered around the Hung Hom Station, with a view to providing convenient and comfortable commuting experience for people when visiting Hung Hom. The three directions for enhancement proposed by the study are set out below –

- (a) **Reorganising interchange arrangements** – We recommend to construct a platform of around 7 300 square meters above a short section of the Salisbury Road and the southbound bus stop of the former CHT toll plaza. The ground level of the platform will be used to reinstate the current cross-harbour bus interchange station at the CHT, alongside with the construction of a topside building (see **Plan 2**) (see paragraph 9(c) below for details about the building). The Hung Hom Station will be connected to this building via a newly constructed covered walkway. The open-air PTI<sup>3</sup> currently located to the

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<sup>1</sup> Primarily the facilities at the former CHT toll plaza area right next to the study area. As for other released road spaces, the Transport Department will make use of those spaces to meet traffic management and road safety needs, and to straighten the road alignment with a view to further rationalising the traffic at tunnel entrances and exits on the Kowloon side of the CHT.

<sup>2</sup> The current planning and land use proposal does not involve changes to the station concourse of the Hung Hom MTR Station and the underground train tracks and platforms. Train services will not be affected.

<sup>3</sup> The proposed PTI will include the existing bus routes that terminate at Hung Hom MTR Station, as well as the bus routes which pass by the said station.

north of the Hung Hom Station will be relocated to the new building, one level above where the cross-harbour bus interchange station is located. After changing the layout, the public can travel from the Hung Hom Station to the PTI and the cross-harbour bus interchange station through a sheltered environment with segregation between pedestrians and vehicles, shortening the time required and making transfer to other means of transportation easier under all weather conditions. Barrier-free facilities will also be added. With the consolidation of transport facilities, the need for passengers to cross roads will significantly reduce, and the walking environment from Hung Hom Station to the taxi stands and minibus stops will also be improved;

- (b) **Improving waiting environment for passengers** – Due to the relocation of the PTI to the aforementioned building, the waiting environment will be improved when compared to the current outdoor location. We will also explore the possibility of installing air conditioning facilities at the relocated PTI. Besides, we suggest setting up air-conditioned waiting chambers in the future cross-harbour bus interchange area in the CHT, significantly improving the waiting environment for cross-harbour bus passengers; and
- (c) **Increasing the provision of public open space** – First, after the relocation of the aforementioned open-air PTI to the proposed building, part of the freed-up area to the north and east of Hung Hom Station can be transformed into public open space with greenery. This space can be developed into a station square, serving as a gathering point for tourists and even a scenic spot for photos. Second, to accommodate the traffic demand during events (such as concerts) at the Hong Kong Coliseum<sup>4</sup>, we propose relocating the lay-bys and parking spaces for coaches from the south of Hung Hom Station and Cheong Wan Road to a site located to the east of Hung Hom Station near the Coliseum. The original area will be converted into a public open space, completing the plaza around the Coliseum. These two improvement works will improve the current environment around the Hung Hom Station, and enhance the commuting experience for both the public and visitors.

## (2) Improving Pedestrian Connectivity

7. To attract tourists and the public to visit the new harbourfront landmark in Hung Hom, we must first improve the pedestrian connectivity within the area. Some preliminary ideas (see **Plan 3**) are detailed as follows –

- (a) **Enhancing existing pedestrian connections** – Currently, the public can use a covered pedestrian walkway of about 140 meters long to travel from Hung Hom Station to the Hong Kong Coliseum. However, this walkway was built some time ago and its design is relatively outdated. We now propose to upgrade the interior finishes of this pedestrian walkway and introduce skylights to enhance the environment. At the same time, we also suggest to widen and refurbish the two existing pedestrian walkways connecting Hung Hom Station to Tsim Sha Tsui East and the Hong Kong Polytechnic

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<sup>4</sup> This planning and land use proposal does not involve any alterations to the main structure of the Hong Kong Coliseum. Its regular operations will not be affected.

University, respectively, and add greenery to improve the walking experience for the public; and

- (b) **Constructing three new pedestrian connections** – To connect Hung Hom waterfront with the inland areas, and enhance the accessibility across regions, we propose to construct new pedestrian connections within the proposed development. These include (i) the construction of a new elevated, covered footbridge spanning across the Hung Hom Bypass, connecting Hung Hom Station, the area to the east of the Hong Kong Coliseum, and the waterfront. This will allow the public to walk from Hung Hom Station to the new waterfront landmark within approximately ten minutes in a comfortable and convenient manner; (ii) Currently, most pedestrians departing from Hung Hom Station need to cross unsheltered areas and roads in order to reach the Hong Kong Coliseum. We propose to build a covered footbridge linking the Hung Hom Station concourse directly to the Hong Kong Coliseum, providing the public with an alternative route; (iii) Although the waterfront area from Tsim Sha Tsui East to Hung Hom is already connected, there is still room to make walking more comfortable. Therefore, we propose to construct a boardwalk underneath the Hung Hom Bypass, connecting the Tsim Sha Tsui waterfront promenade with the Hung Hom waterfront promenade along the waterfront. This proposed boardwalk will also be connected to the future new harbourfront landmark located at the former Hung Hom Railway Freight Yard (hereafter known as “former pier site”). The project team will further look into the design of the footbridges and boardwalk at a later detailed design stage.

(3) **Enlivening Hung Hom Harbourfront, Enriching Visitor Experience**

8. Situated at a prime location with panoramic views of the Victoria Harbour, the sites around Hung Hom Station and waterfront areas have the potential to be developed into another landmark attraction, enhancing Hong Kong’s attractiveness as a premier tourist destination. We propose to make good use of the adjacent water body and integrate dining and retail, leisure and entertainment, yacht tourism, and water-friendly elements to offer visitors a novel and unique recreational and holiday experience. The proposed elements are as follows (see **Plan 4**) –

- (a) **Integrated entertainment and commercial facilities** – To create an attractive and vibrant new harbourfront landmark, we suggest to develop iconic integrated entertainment and commercial facilities at the former pier site, offering a variety of dining and “retail-tainment” experiences. As the former pier site is located along the harbourfront area of the Victoria Harbour, the integrated commercial facilities will comprise low-rise, low-density structures with stepped building height profile, gradually descending from north to south towards the waterfront. The current thinking is to include outdoor restaurants and public spaces on the top floors of the facilities, allowing visitors to enjoy the views of the Victoria Harbour from a site that is closer than any other harbourfront locations. The southernmost tip of the former pier site will be developed into a popular photo spot and event plaza, providing outdoor activity venues and serving as another prime location for viewing the fireworks of the Victoria Harbour;

- (b) **Unique leisure and entertainment experiences** – Tourism nowadays is not just about visiting different places, but also about experiencing lifestyles and cultures and creating memories. To provide diverse travelling and entertainment experiences, we propose to consider to provide a series of unique and exciting outdoor leisure and entertainment facilities on the uppermost floors of the new harbourfront mixed-use commercial and residential landmark building (refer to paragraph 9(a) below). These include, for example, skywalk/ slides/ ziplines, and observation deck, etc., complemented by indoor sky dining, allowing tourists and the public to appreciate the Victoria Harbour from a new angle and height in an engaging and enjoyable manner;
- (c) **World-class yacht berthing facilities within the Victoria Harbour** – To promote yacht tourism, we propose inviting private parties to construct and operate yacht berthing facilities in the water body to the west of the former pier site. The associated clubhouse facilities can be located on the upper floors of the new landmark mixed-use building (see paragraph 9(a) below), with a floor area of approximately 6 000 square meters. We believe that establishing world-class yacht berthing facilities within the Victoria Harbour, supplemented by land-based retail, dining and entertainment facilities, will be able to attract high-spending tourists. Preliminary study estimates that the water body could accommodate a maximum of about 200 yachts. The final design and scale, number of berthing spaces, and mode of operation will subject to detailed technical assessments; and
- (d) **Water-based leisure elements** – In line with the harbour planning principles, to ensure public access and enjoyment of the harbour and its waterfront areas, we also propose providing floating pontoons and other water-based leisure facilities in the water body to the east of the former pier site, allowing the public to participate in various water recreational activities and host outdoor performances, etc.
- (4) **Creating a New Landmark, Making Good Use of the Prime Site, and Adding Vibrancy and Energy to the Victoria Harbour**

9. To make Hung Hom into a new landmark, we must achieve breakthroughs in planning and design to unlock the development potential of this rare harbourfront site. This will make Hung Hom not only a highlight within the Victoria Harbour, but also transform it into a community that integrates housing, leisure and entertainment. Our preliminary thinking in this regard is as follows –

- (a) **Landmark building combining entertainment and tourism elements** – We propose developing an iconic commercial-cum-residential tower at the waterfront. After taking into consideration that the functions and facilities described in paragraphs 8(b) and (c) above have to be incorporated into the said building, preliminarily, the suggested building height is about 230 meters

above Principal Datum (mPD)<sup>5</sup>. The floors beneath those facilities will be residential use, creating synergy with the yacht berthing facilities;

- (b) **Brand new retail facilities** – Currently, Hung Hom lacks large-scale shopping malls and retail facilities. The study recommends providing around 64 600 square meters of retail space within the development, located along the harbourfront area and inside the proposed building mentioned in paragraph 6(a), so as to attract the public and tourists to shop in Hung Hom and bring vibrancy to the community. For example, there are currently limited dining options for people arriving at or departing from Hung Hom Station or attending performances at the Hong Kong Coliseum. Upon implementation of the proposed development, the area around Hung Hom Station can become another popular gathering spot;
- (c) **Hotel and other commercial developments** – We also propose constructing two hotel and other commercial buildings on the platform described in paragraph 6(a). It is estimated that a total gross floor area (GFA) of about 48 300 square meters could be provided, providing more accommodation options for tourists visiting Hung Hom; and
- (d) **Waterfront residential developments** – To fully utilise Hung Hom's prime harbourfront location and enhance the overall financial viability of the development, apart from providing private residential units within the mixed-use landmark building, the study also recommends to provide the same at some part of the waterfront areas. It is estimated that a total of around 1 300 private residential units can be provided, taking up a total GFA of around 80 600 square meters.

10. Overall speaking, our preliminary development proposal formulated for the sites around Hung Hom Station and its waterfront areas is expected to provide a total GFA of around 199 500 square meters. Of this, about 57% (around 112 900 square meters) will be for hotel, retail and other commercial uses, 40% (around 80 600 square meters) for residential use, and the remaining 3% (around 6 000 square meters) for marina club use. The landmark mixed-use building mentioned above will be the tallest structure amongst all of the proposed buildings. The building height as preliminarily proposed is at about 230 mPD, whereas that for other waterfront residential developments are preliminarily proposed at about 90 to 105 mPD. As for the two inland hotel and commercial buildings, the building height as preliminarily proposed is at about 135 to 150 mPD. Besides, as previously mentioned, we also propose to enhance the commuting experience for the public by reorganising interchange arrangements and improving waiting environment for the passengers, construct new pedestrian connections to improve pedestrian connectivity, and provide land-based and water recreational facilities as well as public open space. Rendered illustration of the proposed development is shown in **Plan 5**.

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<sup>5</sup> Currently, the heights of some of the taller buildings in Kowloon along the waterfront area are as follows – International Commerce Centre (at 484mPD), Tsim Sha Tsui Victoria Dockside (at 265 mPD) and Hung Hom Harbourfront Landmark (at 235 mPD).

## SHORT-TERM MEASURE

11. Before commencing the works of the long-term development, we plan to make good use of the currently idle former pier site for short-term use. We plan to revitalise it into a character-filled space for organising different activities so that the public can take pictures and appreciate the panoramic views of Victoria Harbour and Hong Kong Island (see **Plan 6**). We will invite interested operators to submit proposals in order to commence works as soon as possible. Our aim is to open the site for public use in the first quarter of 2026.

## WAY FORWARD

12. Broad technical assessments (including transport and traffic, drainage, water supply, sewage, and environment, etc.) conducted by MTRCL when formulating the land use proposals have confirmed the technical feasibility of the proposed development, and that the proposed development will not cause any insurmountable problems. After consulting the Legislative Council (LegCo) Panel on Development, we, together with MTRCL, launched a public consultation on 29 April 2025 so as to gather stakeholders' views on land use proposals. The public can provide suggestions to the project team via mail or email ([hunghom@devb.gov.hk](mailto:hunghom@devb.gov.hk)) on or before 5 July 2025.

13. The Government has already invited MTRCL to later conduct detailed technical assessments for the proposed development, and to refine the development suggestions and finalise the development proposal and detailed development parameters. During the process, the project team will consider the views collected during the public consultation. The detailed technical assessments will form the basis for the subsequent statutory procedures (such as land use rezoning, environmental impact assessment, and reclamation works<sup>6</sup> as required under the relevant procedures). The project team aims to commence these statutory procedures in the second half of 2026, striving to kick start phased construction soon after their completion, and complete the first phase of development within ten years. This phase mainly includes the developments in the harbourfront area, mainly include constructing a boardwalk underneath the Hung Hom Bypass, yacht berthing facilities, public water recreational facilities, integrated entertainment and commercial facilities at the former pier site, and residential developments, etc.

14. The Government will finalise the implementation model of the project at a later stage. The sites are located at where dense and critical railway and underground facilities intersect. These include, for example, open-air and underground rail tracks currently in operation, the East Rail Line ventilation building and floodgate, and the Tuen Ma Line stabling facilities under the platform. One of the possibilities is therefore for MTRCL, which is familiar with the sites and the related facilities, to take lead in taking forward the development in partnership with other parties so as to ensure

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<sup>6</sup> The LegCo passed the Protection of the Harbour (Amendment) Bill on 7 May 2025 after the third reading. The amended Protection of the Harbour Ordinance (PHO) came into effect on 16 May 2025. The project team will conduct detailed technical assessments for the project. If the findings of the assessment conclude that any part of the works (such as the proposed boardwalk and yacht berthing facilities) involves reclamation works under the PHO, the project team will act in accordance with the amended PHO.



project interface is being handled and that railway operations are not affected.

## **ADVICE SOUGHT**

15. Members are invited to offer views on the land use proposals formulated for the sites around Hung Hom Station and its waterfront areas.

## **ENCLOSURES**

- Plan 1** Layout plan of the proposed development
- Plan 2** Rendering of the future development at sites around Hung Hom Station
- Plan 3** Improvements in pedestrian connectivity
- Plan 4** Rendering of the future development at Hung Hom waterfront sites
- Plan 5** Rendering of the overall development
- Plan 6** Rendering of the short-term use

**DEVELOPMENT BUREAU**  
**JUNE 2025**