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「TSIM SHA TSUI - AN EPITOME OF HONG KONG」

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The 7th Inter-school Competition of Project Learning on
Hong Kong's History and Culture

Diversity in the Districts: Investigating the
Historical Development of
Hong Kong's Towns and Districts

DIOCESAN GIRLS' SCHOOL

TSIM SHA TSUI – AN EPITOME OF HONG KONG

Written by
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Appendix

Abstract

Tsim Sha Tsui has always been a commercial district and tourist hub. Its history is tied to Hong Kong's history and its development is also always synchronised with Hong Kong's ever changing role.

This report reviews Tsim Sha Tsui's history primarily from as early as Hong Kong was established as a free port when Hong Kong Island was ceded to Britain in mid-eighteenth century. In this long history of over one and a half century, Tsim Sha Tsui's milestones always coincide with Hong Kong's decisive moments.

Chapter 1 briefly introduces Tsim Sha Tsui. An account of why and how Britain acquired Kowloon, and hence Tsim Sha Tsui as well, is given in Chapter 2. Primary sources of historic document are mainly obtained from a visit to the National Archives in London, UK. Chapter 3 outlines the early development of Tsim Sha Tsui from 1860 to 1942. A short chapter 4 then followed with a short report on Tsim Sha Tsui during Japanese Occupation.

Chapter 5 and Chapter 6 are dedicated to the Post-War Abercrombie's plan of development of Tsim Sha Tsui and its implementation. Chapter 7 describes the changes of Tsim Sha Tsui in the first decade of the 21st century.

This report ends with Chapter 8 by drawing a conclusion that Tsim Sha Tsui not just witnessed Hong Kong's development, but it also played an active role in the course of Hong Kong's history. Therefore, Tsim Sha Tsui is an epitome of Hong Kong.

Research Method

Basic background information was searched from different websites.

Literature review of secondary sources includes books, publications of companies and organisations such as Kowloon-Canton railway and Mass Transit Railway Corporations.

Primary sources of government documents such as gazette, legislative council hansards are accessed from websites.

Primary sources of maps, town outline zone plans of Tsim Sha Tsui from 1960s onwards were obtained and purchased from Lands Department of the Hong Kong government.

Primary sources of government files, especially about the purpose and course of acquiring Kowloon and the development of Tsim Sha Tsui before World War II were collected in person by taking photographs of files and microfilms stored at the National Archives in London, UK.

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The author of this report visited the National Archives in London, UK in February 2018

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When government files are ordered through computers at the National Archives, boxes of files will be delivered to the collection box of the seat assigned.

Records of the Colonial Office (C.O.) and Foreign Office (F.O.) are the main files to be accessed.

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When a box is opened, thick files as old as 180 years can be read and pages can be turned with bare hands. For example, this C.O.129/86 file contains correspondences (No. 83 to No.

132) from Hong Kong Governor Sir Robinson to the Colonial Office in London during May to June 1862.

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Photographs of the contents of those Colonial Office files and Foreign Office files can be freely taken.

Some Colonial Office files and Foreign Office files are microfilmed and a microfilm machine and a computer software can be used to read the content of those files.

Chapter 1 INTRODUCTION

1.1 Name of Tsim Sha Tsui

The name Tsim Sha Tsui 尖沙咀 first appeared on one of the maps in a book 粵大記 authored by 郭棐 in 1595 during Ming dynasty (明·萬曆二十三年). In the section 卷32 政事類海防卷末廣東沿海圖, the name Tsim Sha Tsui and its approximate location were shown. (Figure 1.1)

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Figure 1.1 The name Tsim Sha Tsui 尖沙嘴 appeared at the lower left part of 粵大記·廣東沿海圖

In the book 新安縣志 compiled in 1819 during the reign of 清·嘉慶, the village name 尖沙頭 was also recorded.

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Figure 1.2 新安縣志

1.2 Geography of Tsim Sha Tsui

Tsim Sha Tsui, usually abbreviated as TST, is a district of Hong Kong. Its name literally means “sharp sandspit”. Tsim Sha Tsui is located at the most southern tip of Kowloon peninsula and is surrounded by Victoria Harbour. It is opposite to Central of Hong Kong Island across the harbour.

In a map (Figure 1.3 (a)) drawn in 1860 when Kowloon peninsula was leased to Britain, there is a natural cape on the west side of the tip which is known as Kowloon Point and another cape on the east side of the tip which is known as Blackhead Point. There is a bay (Figure 1.3(b)) in between these two capes before any reclamation was made by the British.

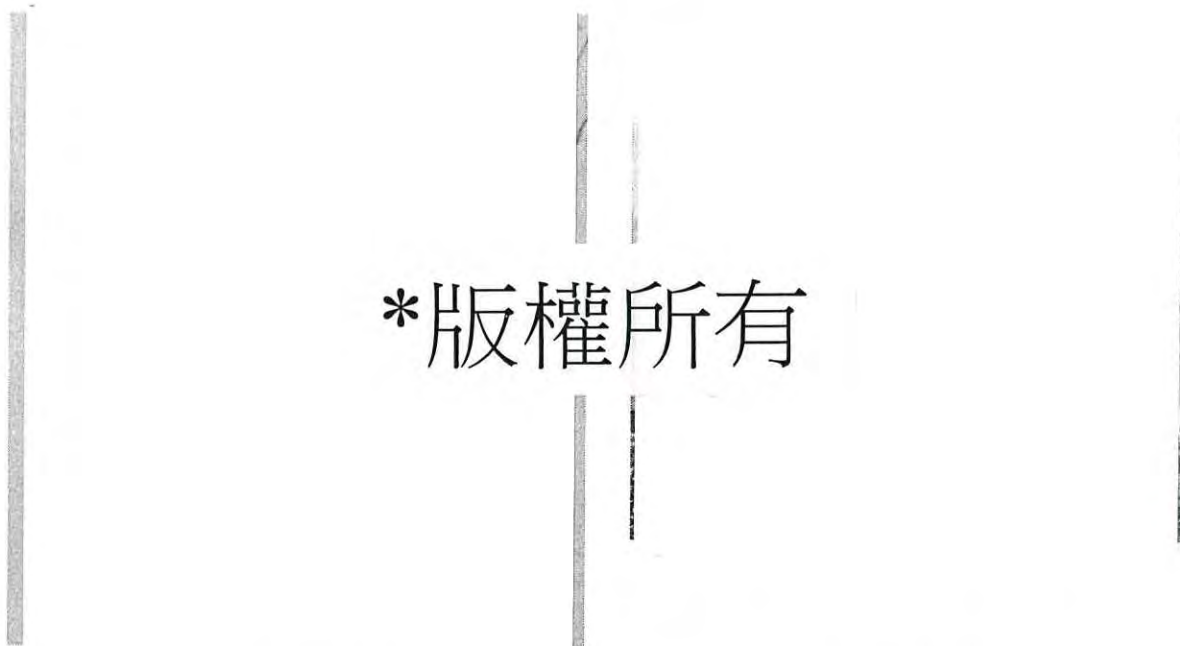


Figure 1.3(a)
A map drawn in 1860 showing
Kowloon Point at lower southwest and
Blackhead Point at lower southeast
of Tsim Sha Tsui

Figure 1.3(b)
Tsim Sha Tsui Bay
Blackhead Point at far right corner
(Source: Gwulo: Old Hong Kong
<http://gwulo.com>)

The boundary of Tsim Sha Tsui was not clear in the 19th century when it was still developing, and the land mass that runs from the most southern tip of Kowloon peninsula northward up to present day Gascoigne Road was Tsim Sha Tsui at large. In a stricter sense, Tsim Sha Tsui, is an area bounded by Chatham Road on the east by Hung Hom Bay, Canton Road on the west sea front, Salisbury Road on the south waterfront of Victoria Harbour and Austin Road on the north.

Chapter 2 BRITAIN'S ACQUIRING OF TSIM SHA TSUI

2.1 Cause of Britain's interest in acquiring Kowloon

As early as even before Hong Kong was ceded to Britain, Tsim Sha Tsui had already played a prominent role in the history of Hong Kong.

British trading vessels had always docked around Tsim Sha Tsui for trading. On 7 July 1939 British sailors assaulted a Chinese 林維喜 in a village in Koon Chung (官涌), which was regarded as in the Tsim Sha Tsui area. This incident was one of the causes of the First Anglo-Chinese War later¹.

Britain, especially British merchants, had been eyeing on Kowloon after cession of Hong Kong Island in 1842. In Sayer's "Hong Kong – Birth, Adolescence, and Coming of Age"², three sources are quoted to show British believe Kowloon as a plain is more suitable for residential purpose:

The Chinese Account of the Opium War

"The Co-Hong merchants were unwilling to go to Hong Kong on account of the perils of the sea: and it was proposed to exchange Hong Kong for Tsim Sha Chou point and Kowloon."

Tsim Sha Tsui (or Kowloon Point) was the heart of Kowloon, thus, acquiring Tsim Sha Tsui and Kowloon is equivalent by that time.

Canton Press of 19th July 1841

"... we have been told that on the island itself there are more eligible situations but that particularly Kowloon opposite to Hong Kong offers great advantages for the building of a town."

Canton Press of 7th May 1841

"We do believe that spots better qualified for a town than the present site of Hong Kong could have been found. The opposite shore, for instance, at Kowloon, ..., offers a fine level space."

¹油尖旺風物志, p.162

² Hong Kong – Birth, Adolescence, and Coming of Age, p.98

When Sir Davis assumed governorship in 1844, he noticed that some British and American merchants had built houses in or around Tsim Sha Tsui. However, only Hong Kong Island was under British jurisdiction and the British government cannot offer protection to British merchants who resided on Kowloon. The government thus issued a notification³ to alert the risk (Figure 2.1)

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Figure 2.1 Records of the Colonial Office, C.O.129/7 p.101

Later, Mercer, the Colonial Secretary of Hong Kong, in 6 June 1859 wrote a memorandum⁴ (Appendix 1) about the benefits of demanding cession of the Kowloon peninsula from China, which are:

- (1) Prevent other European powers or America from occupying Kowloon so that Britain can conveniently and more effectively control and manage Victoria Harbour.
- (2) If Kowloon is ceded, the whole harbour will be under British jurisdiction and British laws can be applied.
- (3) There were thugs in the vicinity of Tsim Sha Tsui, therefore occupying the peninsula is of utmost importance to secure and keep peace of the colony.
- (4) Population on Hong Kong Island is rapidly expanding and relocating some people to Kowloon will/would help solving the overcrowding problem, and improve hygiene.
- (5) Sales of land on Kowloon peninsula can increase revenue of the colonial government

³ Records of the Colonial Office, C.O.129/7 p.101

⁴ Records of the Colonial Office, C.O.129/74 p.96-107

In a correspondence⁵ (Appendix 2) dated 22 October 1859 from Elliot to Lord John Russell, the British Foreign Secretary, it was opined that Britain should take possession

“of that Peninsula on the first convenient opportunity” (Figure 2.2)

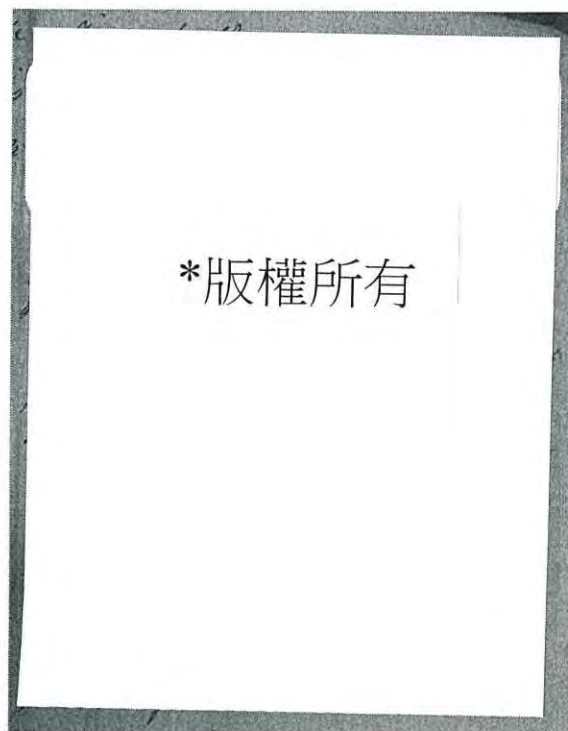


Figure 2.2 Foreign Office Records, F.O.228/264 p.147

2.2 Lease of Kowloon

Next year, Britain used the excuse that bandits in Kowloon regularly crossed the harbour to Hong Kong to commit crimes and caused injury of British subjects on Hong Kong Island in order to acquire Kowloon. Harry Smith Parkes, Britain's Commissioner in Canton, made an agreement with Laou (勞崇光), Governor General of the Kwang-tung, and Kwang-se Province, to lease Kowloon so that Britain could offer better protection. The background fact was clearly recorded in the lease:

“... whereas Tseem-sha-tsuy, and its neighbourhood situated in the sub-district of Kowloon, in the District of Sun-on and ... has hitherto formed a place of resort for thieves and outlaws, who, availing themselves of the immediate proximity of the City of Victoria, constantly cross to Hong Kong, and commit depredations in that settlement to the serious injury of British subjects ...”

On 20 March 1860, a lease⁶ (Appendix 3) was signed to lease Kowloon peninsula

⁵ Foreign Office Records, F.O.228/264 p.146-147

⁶ Foreign Office Records, F.O.17/337 p.98-101

and Stonecutter Island (Figure 2.3) to Britain. The lease was a perpetual lease as it stated that if Britain paid 500 taels of silver every year on time to the local Chinese authorities, then China could not claim for the return of Kowloon peninsula and Stonecutter Island. This lease in effect was a *de facto* cession of Kowloon.

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Figure 2.3 The lease and the map of Kowloon Peninsula (M.P. G 813) in the deed of lease showing the boundary of the land to be leased.

On 24 March 1860, MacMahon, Lieutenant Colonel of the 44th Regiment who was stationed in Kowloon after the leasing, issued a notification⁷ (Appendix 4) in both English and Chinese (Figure 2.4), stating that the orderly indigenous Chinese settlers will still be allowed to live in Kowloon, particularly in Tsim Sha Tsui, but they should not harbour thieves and outlaws.

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Figure 2.4 Notification issued by MacMahon

⁷ Records of the Colonial Office, CO129/77, p.228

2.3 Cession of Kowloon

In several correspondences in 1860, Britain in fact intended to obtain cession of Kowloon peninsula and Stonecutter Island permanently. In the correspondence⁸ (Figure 2.5) dated 18 April 1860 from Lord Russell to Earl Elgin, the Foreign Secretary stated that

“... an endeavor should be made to provide for the cession of the Kowloon Peninsula in any new Treaty with China; ... not to lose any favourable opportunity which may occur for securing that cession.”

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Figure 2.5 Correspondence from Lord Russell to Earl Elgin

Very soon, when China was defeated in the Second Anglo-Chinese War, the Convention of Peking signed on 18 October 1860 finally sealed to cede Kowloon Peninsula and Stonecutter Island to Britain. After cession of Kowloon Peninsula, Lord Elgin, High Commissioner and Plenipotentiary in China and the Far East, issued a notification⁹ (Appendix 5) in both English and Chinese (Figure 2.6) on 19 January 1861, proclaiming that Governor Sir Robinson shall be vested

“... with full powers ... and to do all other matters and things necessary for the due and proper Government of the said territory.”

⁸ Foreign Office Records, F.O.881/933 p.28

⁹ Records of the Colonial Office, CO129/80 p.49-50

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Figure 2.6 English and Chinese version of the notification issued by Lord Elgin that Governor Sir Robinson will exercise full authority on Kowloon after cession of Kowloon.

Chapter 3 EARLY DEVELOPMENT OF TSIM SHA TSUI

3.1 Tension between British military and Hong Kong government

Admiral Hope proposed that Kowloon peninsula should be reserved for naval and military purposes¹⁰, for example to provide accommodation of troops in Kowloon peninsula in case of future war. (Figure 3.1) Governor Robinson wrote a correspondence¹¹ to Lord of Newcastle, Secretary of State for the Colonies, to put forward argument against Hope's proposal. (Figure 3.2)

The colonial government wrestled with the British Navy and Military over land use on Kowloon peninsula until in 1864, the British government arbitrated and some lands were reserved to build barracks and the rest would be administered by the then Hong Kong government. As soon as Kowloon was ceded to Britain in the 1860s, Whitfield Barracks (威菲路兵房), which was located in Tsim Sha Tsui, was designated for military use because of its strategic location.

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Figure 3.1 British Military's plan to build the then Whitfield Barracks (largest rectangle on the map) and a fort at southeast Blackhead Point

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Figure 3.2 Correspondence from Robinson to Lord of Newcastle about Admiral Hope's intention to reserve Tsim Sha Tsui exclusively for naval and military reserve.

¹⁰ Hong Kong as a Factor in British Relations with China 1834–1860, p.392-393

¹¹ Records of the Colonial Office, CO129/78, p.114

3.2 Reclamation

Once the British gained Kowloon peninsula, apart from building military facilities such as barracks and forts to fulfill the purpose of securing Hong Kong, road construction and reclamation were/are also on the top of priority list of Hong Kong government for efficient transportation and extend to have more land for use.

A map drawn in 1863 (Figure 3.3), three years after Britain gained Kowloon, shows that the government was already planning roads, mainly in Tsim Sha Tsui, and reclaim land between Kowloon Point and Blackhead Point to straighten Tsim Sha Tsui Bay in between.

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Figure 3.3 A map showing plan of major roads to be built and reclamation of Tsim Sha Tsui Bay.

3.3 Construction of roads

A map in the 1880s shows the major roads completed. Robinson Road, named after the fifth Hong Kong governor, was the first major road built in Kowloon. It runs from Middle Road to Austin Road. When reclamation between Kowloon Point and Blackhead Point was completed in the late 1890s, Robinson Road was extended to run from Salisbury Road and it became the fine backbone of Kowloon transportation¹².

¹² Ways to Urbanisation: Post War Road Development in Hong Kong, p.22

Many roads are named after significant people with connection to Hong Kong (e.g. Elgin who contributed a lot for Britain to gain Kowloon from China), such as governors (e.g. Des Voeux) and prominent businessmen (e.g. Chater).

However, there were some major roads on Hong Kong Island that had namesakes on Kowloon peninsula and caused confusion and sometimes postal mail was delayed due to mis-delivery. On 19 March 1909, the government gazette (Figure 3.4) renaming of some major streets in Kowloon in order to prevent confusion from duplicate names of streets. For example, Robinson Road and Des Voeux Road in Kowloon were renamed as Nathan Road and Chatham Road respectively. Some Kowloon streets were renamed to street names with names of cities or places which have strong trade links with Hong Kong, for example, Chater Street was renamed to what is now Peking Road, Macdonnell Road was renamed to Canton Road, Elgin Road to Haiphong Road and Garden Road to Hankow Road.

THE HONGKONG GOVERNMENT GAZETTE, MARCH 19, 1909. 173

No. 184.—It is hereby notified that in order to prevent confusion arising from the existence of duplicate names of streets in Hongkong and Kowloon, His Excellency the Governor has been pleased to direct that the streets in the subjoined list be re-named as shewn therein.

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Figure 3.4 Government Gazette showing change of names of streets

3.4 Port of transshipment

Hong Kong began its historic role as a free port of trading, therefore after Kowloon was ceded wharves, docks and godowns were to be built on Kowloon in order to expand trade. In order to reduce financial burden on the colonial government, Hong Kong

government auctioned land for private companies to build wharves, piers and godowns.

Given the ideal location of Tsim Sha Tsui in the vicinity of Victoria Harbour and its proximity to City of Victoria (nowadays Central district), business centre on Hong Kong island, prominent business man Sir Paul Chater in 1886 founded the Hong Kong and Kowloon Wharf and Godown Company Limited (九龍倉) and built piers, wharves and godowns on the west seafront of Tsim Sha Tsui¹³. The Kowloon wharves (Figure 3.5) served much of Hong Kong's trade until its area was rezoned to build hotels, office blocks and commercial centres later in the 1960s and 1970s. What were once located in Kowloon wharves are now the Ocean Terminal, Ocean Centre and Harbour City, where docks are still in use.

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Figure 3.5 The Kowloon Wharves
(Source: Gwulo: Old Hong Kong <http://gwulo.com>)

¹³地換山移 香港海港及土地發展 160 年, p.89

In 1910, a new wharf called Holt's Wharf (藍煙囪貨倉碼頭) was completed on the southeast side of Tsim Sha Tsui by Swire Group. Since Holt's Wharf is adjacent to Tsim Sha Tsui terminal of the Kowloon-Canton railway (Figure 3.6) and coincided with the completion of the Kowloon-Canton railway in 1910, Holt's Wharf served as a railway and freight hub in Hong Kong until it was demolished in 1973 by New World Development to construct a hotel and a shopping mall.

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Figure 3.6 Holt's Wharf, Tsim Sha Tsui railway terminal at the far top left corner
(Source: Gwulo: Old Hong Kong <http://gwulo.com>)

3.5 Transportation Hub

3.5.1 Star Ferry

Cross harbour traffic began after Kowloon Peninsula was ceded to Britain. Since Tsim Sha Tsui is Kowloon Peninsula's closest point to Hong Kong Island, it is the ideal location to build pier. There had been a demand since 1870 for a regular cross harbour service as residences, businesses and hotels began to bloom in Tsim Sha Tsui. A Parsi businessman Mr. Orabjee Naorojee Mithaiwala started private ferry service in 1871 between Tsim Sha Tsui and Central. The regular steam ferry was first launched in 1878 with a ferry named *Cum Sing* (金星), which probably was the first "Star" name ferry¹⁴. The regular ferry service was later joined by two more ferries named *Morning Star* and *Evening Star* and Naorojee expanded the service to 21 crossings a day by founding the Kowloon Ferry Co. in 1888. (Figure 3.7)

¹⁴ Star Struck, p.6

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Figure 3.7 Kowloon Ferry Co. Winter Time Table on 11 July 1888

On 5th April 1898, the “Star” Ferry Company Ltd that is well known to us now was formed when Hong Kong and Kowloon Wharf and Godown Company Limited acquired the Kowloon Ferry Co. With the nearby Tsim Sha Tsui railway terminal came to operation in 1916, it helped Star Ferry by forwarding more passengers who arrived at Tsim Sha Tsui as a transfer to Hong Kong Island.

3.5.2 Tsim Sha Tsui Railway Terminal

The idea of constructing a railway linking Hong Kong and China, with Kowloon–Canton as one of the sections, was first proposed in 1864 by a British engineer Rowland MacDonald Stephenson and M.A. MacLeod, a partner of the Jardine Matheson & Co. The idea, however, was shelved as the proposal was too huge to be financed.¹⁵

In 1890s the idea was re-discussed as Britain feared other European rival powers would detrimentally disadvantage British’s interest in China if a railway was not built for more efficient trade.

In 1898, Jardine Matheson & Co. and the Hong Kong and Shanghai Bank formed a joint venture to finance construction of the Kowloon–Canton railway.

In 1904 China and Britain signed an agreement¹⁶ to build the British section of the

¹⁵ 城傳立新：香港城市規劃發展史, p.98-100

¹⁶ Kowloon–Canton Railway (British Section): A History, p.19

Kowloon–Canton railway. The Secretary for Public Works William Chatham proposed to reclaim land in southern tip of Tsim Sha Tsui to build the terminal of the railway so that more efficient transfer of goods between railway and wharfs along the coast of Tsim Sha Tsui.

The British (Hong Kong) section of the Kowloon–Canton railway commenced operation on 1 October 1910 serving at Fanling, Tai Po, Shatin and Yau Ma Tei stations¹⁷ (Note: Yau Ma Tei station is now known as Mongkok East station near Diocesan Boys' School).

The terminal in Tsim Sha Tsui was opened in March 1916. (Figure 3.8) The Tsim Sha Tsui terminal's strategic location helped Hong Kong become a hub of transshipment with its nearby wharves and docks for fifty nine years until it was removed in 1975 (Figure 3.9) and relocated to a new terminal at Hung Hom. The clock tower at the terminal came into operation in March 1921 and it still remains a historical site even the terminal was removed.

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Figure 3.8 Tsim Sha Tsui railway terminal
(Source: Hong Kong Free Press)

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Figure 3.9 Demolished Tsim Sha Tsui railway terminal, leaving the clock tower
(Source: Hong Kong Free Press)

¹⁷ A Century of Commitment the KCRC Story, p.219

3.6 Other significant buildings

There were other significant historic buildings in Tsim Sha Tsui that served the local inhabitants of Tsim Sha Tsui or Hong Kong as a whole.

The Hong Kong Observatory was established in 1883 on the then Mount Elgin to provide meteorological services and issue warnings, especially to the fishing community, which was important as Hong Kong was prone to be battered by tropical typhoons.

The provision of time signal to the public by the Hong Kong Observatory was first carried out by dropping a time ball at the Tsim Sha Tsui Police Station, and later at at Blackhead Point in southeast Tsim Sha Tsui when the Signal Hill Tower was constructed in 1907.

In 1884, the Marine Police Headquarters Compound was completed on Canton Road.

In 1896 the Kowloon Mosque and Islamic Centre was setup by the Hong Kong Regiment to serve the Indian Muslim troops of the British army stationed in Whitfield Barracks. It was demolished as it suffered structural defects due to underground construction work for the Mass Transit Railway in late 1970s. A new Mosque was re-built in 1984 and continued to serve a wider Muslim community.

In 1900, St. Mary's Canossian School was founded to aim at educating mainly Portuguese girls living in Kowloon. Rosary Church, adjacent to St. Mary's Canossian School, was completed in 1905 to serve the local Catholic community. The Anglican or Protestant community was served by St. Andrew's Church when it was completed the next year in 1906.

As an important commercial centre and tourist hub in Tsim Sha Tsui, a landmark hotel called Peninsula Hotel on Salisbury Road was completed in 1927, which was known as the finest hotel east of Suez Canal. Tsim Sha Tsui gained its social prestige and continued to be a tourist hub since Peninsula Hotel commenced its business in 1928 as a luxury hotel.

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Figure 3.10 Peninsula Hotel in 1928
(Source: Gwulo: Old Hong Kong <http://gwulo.com>)

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Figure 3.11 Aerial view of Tsim Sha Tsui in early 20th century
Whitfield Barracks is on the top left corner
St. Mary's Canossian School is in the middle right by Chatham Road
Holt's Wharf is on the bottom right corner
Tsim Sha Tsui railway station is on the bottom left corner
Peninsula Hotel is in the bottom centre
(Source: Wikipedia on Tsim Sha Tsui)

CHAPTER 4 TSIM SHA TSUI DURING JAPANESE OCCUPATION

4.1 Japanese occupation

Like what had happened a century ago when Hong Kong first fell into British rule in 1841, Tsim Sha Tsui was once again tied to the fate of Hong Kong in 1941. On 25th December 1941, known as the infamous Black Christmas to Hong Kong people, Sir Mark Young, the Hong Kong governor, surrendered unconditionally to Japan after 18 days of fighting, known as Battle of Hong Kong: Major General Christopher Maltby signed the surrender in the presence of Lt. Gen. Takashi Sakai 酒井隆 in Room 336 of the Peninsula Hotel in Tsim Sha Tsui¹⁸.

During the cruel period of Japanese occupation, Hong Kong was used as an interim port by Japan to support their warfare in China and South East Asia. Hong Kong was stagnant and had little to no development. Like many other conquerors, the Japanese changed the names of districts, major roads and prominent buildings in Hong Kong to Japanese names¹⁹: Tsim Sha Tsui was changed to 九龍湊區; Nathan Road, the artery of Kowloon originated from Tsim Sha Tsui, was changed to 香取通; Peninsula Hotel was renamed as Tōa Hotel (東亞ホテル “East Asia Hotel” 東亞酒店).

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Figure 4.1 Notification of change of names of road under Japanese occupation
(Source: Wikipedia on Japanese occupation of Hong Kong)

¹⁸ 歲月無聲一個日本人追尋香港日佔史迹, p.24-26

¹⁹ 三年零八個月的苦難, p.100-105

CHAPTER 5 POST-WAR PLANNING OF TSIM SHA TSUI

5.1 The Abercrombie Report

The post-war Tsim Sha Tsui, with its wharves, railway terminal, ferry piers and hotels, was still the most important district in Kowloon as a commercial centre.

In midst of civil war in China after World War II, there was a huge influx of migrants from China. It was estimated that the population in urban Hong Kong and Kowloon was 1 million and 500 thousands in New Territories. Overcrowding housing conditions was considered by the government to be the most serious problem in the 1940s. In order to solve housing and hygiene problems brought by tremendous increase of population, Governor Sir Mark Young sought help from Colonial Office in London to look for town planning expert from Britain to draw up a blueprint for the development of Hong Kong for the next fifty years.

In 1947 Sir Mark Young finally decided to invite Patrick Abercrombie, a famous and experienced town planner expert, to visit Hong Kong for six weeks and then report a long term town plan²⁰. (Figure 5.1) In 1948 Abercrombie submitted a preliminary planning report to Sir Grantham, who succeeded Sir Young as governor. Despite it was a short 23-page report, known as the “Abercrombie Report” (Figure 5.2), all proposals struck to the crux of the problem.

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Figure 5.1 Records of the Colonial Office CO129/614/2, a file which contains all the correspondences between Hong Kong and London regarding invitation of Sir Abercrombie to visit Hong Kong for town planning

Figure 5.2 The Abercrombie Preliminary Report

²⁰ Records of the Colonial Office, CO129/614/2 – Appointment of Town Planner Visit of Sir P. Abercrombie

Many proposals in the Abercrombie Report are related to Tsim Sha Tsui, for example, remove the Kowloon railway terminal, add a rail link westward from Nathan Road along the west coast of Kowloon. This proposal made by Abercrombie had a long term impact as we will see later that a westward rail had been under consideration in the construction of mass transit railway (MTR) and eventually a new East Tsim Sha Tsui station was implemented as one of the stations of the West Rail link in 2000s.

In order to make more land available, Abercrombie suggested to remove naval and military facilities from the urban area:

“70. The most discussed proposal in the Colony is the removal of the Naval and Military quarters from the centre of Hong Kong: the removal from Kowloon ...”

“74. But Whitfield Barracks and ... could be given up.”

On the aspect of roads, Abercrombie proposed the following:

“47. Road improvements in a closely built-up area, ... and the tip of Kowloon Peninsula are not easy to carry out: major proposals, indeed, are dependent upon two external changes ... the alteration to the railway in Kowloon.”

“52. Nathan Road, in fact, should perform exactly the function of Des Voeux, Hennessy and King’s Road in Hong Kong, as the central artery of urban traffic; and for this purpose its northern extension should not be Tai Po Road but Cheung Sha Wan Road.”

He first suggested the possibility of relocating Tsim Sha Tsui railway terminal to Hung Hom (Figure 5.3):

“53. For the Canton – Hong Kong traffic, ...

54. This can be done by utilizing the existing railway line from near the Diocesan Boys’ School. ... The southern portion could run parallel to, but at a different level from, Lower Chatham Road (which will be retained ... and also to give access to the reclaimed land in Hung Hom Bay).”

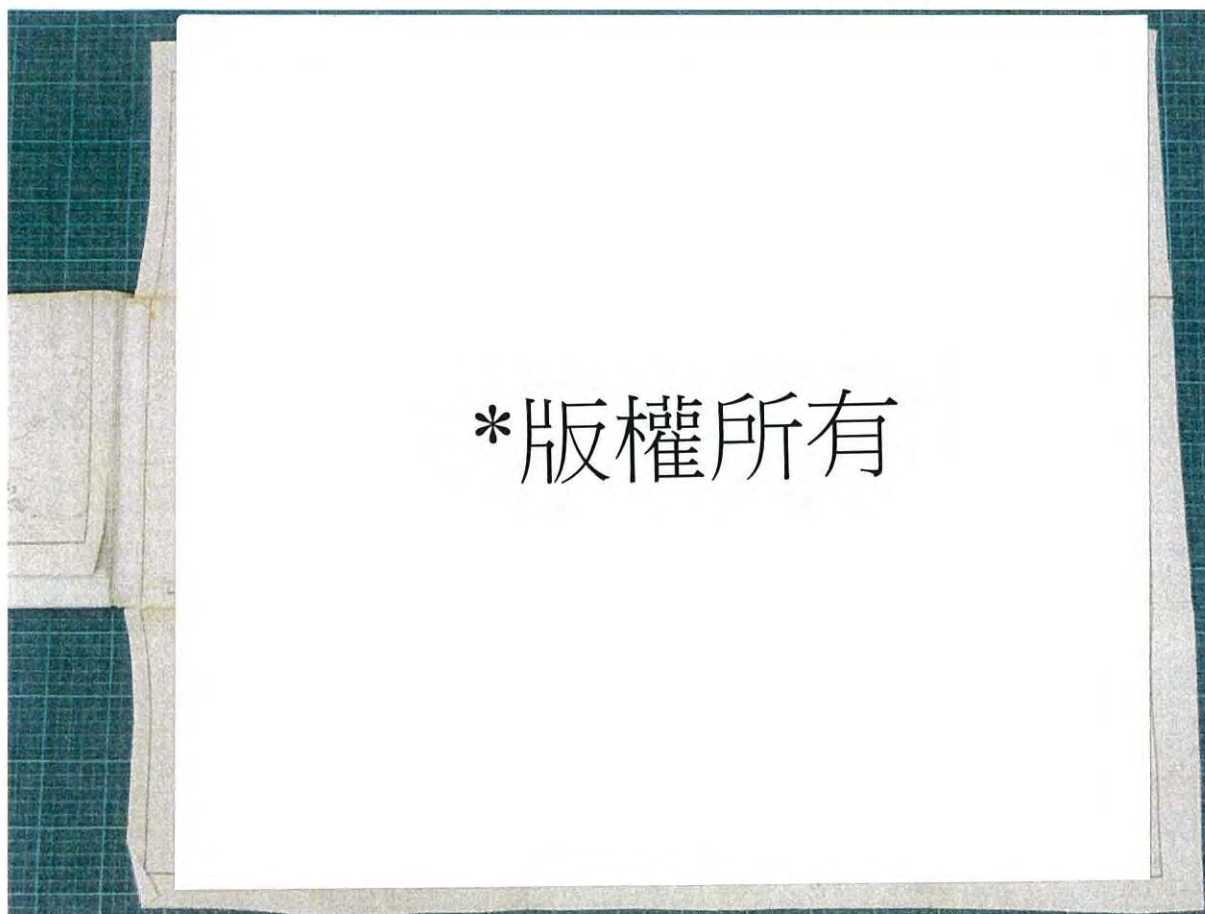


Figure 5.3 A map in the Abercrombie Report showing the proposal of reclamation of Hung Hom Bay

The provision of Kowloon Park was also first proposed by Abercrombie, in Section 11 of his report, his advice is as follows:

“11 Open Spaces

83. *In no section of planning work must the short and long term policies be more closely combined than in the provision of open spaces.*

... there must be no delay in snatching at any small play space or local park that can be preserved ...”

“Playing Fields: ... in Kowloon, ground for the purpose can be found. A part of the Whitfield Barracks site when released might be levelled for this purpose, ...”

“Rest Parks: ...There is much land in Kowloon which could be used for this purpose, ... After allowing for the widening of Canton Road, and providing level ground for games, there will be space left at Whitfield Barracks.”

Abercrombie also made suggestions on the role of Tsim Sha Tsui as a tourist hub:

“91. The Colony of Hong Kong would appear to present first-class opportunities for a tourist industry which should add materially to its prosperity, ...

The site of Whitfield Barracks (already mentioned as a possible park) has been suggested for this purpose: it is certainly well situated, with an open frontage on Nathan Road, and good access to the Docks.”

CHAPTER 6 MAJOR REVAMP OF TSIM SHA TSUI FROM 1960s

6.1 Setup of Town Planning Department

In March 1948, Governor Sir Grantham announced²¹ the establishment of Town Planning Office (Figure 6.1), the predecessor of Town Planning Department, to realise the Abercrombie report.

As Honourable Members are aware, Sir Patrick Abercrombie spent a month in Hong Kong at the end of last year. His report is awaited. In order to assemble the date necessary for his investigations, a small Town Planning Office was set up. This office will be used to draw up the future plans, which will be needed as a result of Sir Patrick's report.

Figure 6.1 Excerpt of Legislative Council Hansard, 19 March 1948, p.46

6.2 Reclamation

Reclamation is always a means used by Hong Kong government to obtain land. Reclamation of Hung Hom Bay, east of Tsim Sha Tsui, was arduous task to obtain land to build a new railway terminal, which also lead to the development of a new commercial zone Tsim Sha Tsui East (Figure 6.1 and Figure 6.2).

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Figure 6.1 Tsim Sha Tsui circa. 1950s before reclamation of Hung Hom Bay
(Source: 百年香港分區圖賞)

²¹ Legislative Council Hansard, 19 March 1948, p.46

*版權所有

Figure 6.2 Tsim Sha Tsui East on reclamation of Hung Hom Bay, May 1963
(Source: 地換山移 香港海港及土地發展 160 年)

6.3 Change of role of Hong Kong & Tsim Sha Tsui

To realise suggestions laid in Abercrombie Report, in the “Tsim Sha Tsui Outline Use Zoning Plan LK 1/40” (December 1965) (Appendix 6), it was proposed that Whitfield Barracks was re-developed for public open space and residential or commercial purposes. Apart from a few category-I historic sites within the barracks, Whitfield Barracks was re-developed to what is now known as Kowloon Park. To echo Abercrombie’s suggestion, along the east side of Kowloon Park, Park Lane Shopper’s Boulevard was further developed in 1986 as a tourist attraction.

After the end of World War II and fading political upheavals in mainland China, the military function of the strategic location of Tsim Sha Tsui was giving way to serve its local residents to meet their needs of livelihood, such as residential areas and more open space for leisure and commercial facilities.

The recommendation in Abercrombie Report of relocating Tsim Sha Tsui railway terminal to reclaimed land in Hung Hom Bay was proposed to be implemented in the “Tsim Sha Tsui Outline Use Zoning Plan LK 1/44” (December 1967) (Appendix 7). In 1974, the

Tsim Sha Tsui railway terminal was finally removed and only the clock tower was left. The land released from the removal of the terminal and the rail tracks were converted to Government/Institution/Community (GIC) sites and commercial purposes, which later saw the constructions of Hong Kong Space Museum completed in 1980 and Hong Kong Culture Centre completed in 1989. In this zoning plan, a waterfront promenade stretching from Star Ferry to the new railway terminal in Hung Hom was proposed as well.

In the “Tsim Sha Tsui Outline Use Zoning Plan LK 1/56” (June 1976) (Appendix 8), it was proposed to develop the reclamation area east of Chatham Road to a mixture of shopping, offices and residential development. Area south of the Middle Road was also proposed to develop a comprehensive project comprising hotels, office blocks and car parks. On the western sea front of Tsim Sha Tsui, this zoning plan was also proposed to develop the area belonging to the Hong Kong & Kowloon Wharf Co. Ltd. to two major commercial development projects, namely Ocean Centre and Harbour City with shopping centres, hotels and office blocks.

The Zoning Plan LK 1/56 shaped what is now known as Tsim Sha Tsui East (尖東), New World Centre along the south waterfront of Tsim Sha Tsui and it is now a famous shopping belt along Canton Road.

When Hong Kong underwent changes from the secondary manufacturing industry and export centre to tertiary service centre and blooming tourism, Tsim Sha Tsui again responded to the changes and needs of Hong Kong through organic growth to a culture zone and commercial hub, as demonstrated in these three major zoning plans by converting railway, warehouse, wharves and godowns to culture and other commercial uses.

6.4 Mass Transit Railway

In 1960s, Hong Kong government foresaw the need to develop a mass transit system in order to relieve the reliance on road traffic as Hong Kong's economy grows rapidly. British transportation consultant Freeman, Fox, Wilbur Smith & Associates was commissioned by the government to study a rapid transit rail system. A report was first submitted in 1968. (Figure 6.3)

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Figure 6.3 Hong Kong Mass Transit Further Studies Report

The consultant finalised its study and published a final report in August 1970, in which two stations are proposed to be built in Tsim Sha Tsui, namely Tsim Sha Tsui station on Nathan Road along the “Kong Kow Line” and Mariner station on Middle Road along the “East Kowloon Line”²² (Figure 6.4 – Figure 6.6). The Tsim Sha Tsui/Mariner interchange was proposed to be a linked-subway type. Due to various reasons, such as over-estimated population and financial burden, the East Kowloon was never implemented. However, the Mariner station and the interchange linked sub-way with Tsim Sha Tsui station eventually is realised nowadays as East Tsim Sha Tsui station.

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Figure 6.4 Proposed Mass Transit Routes

²² Hong Kong Mass Transit Further Studies Final Report Volume 1, route map accompanied in Chapter 1

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Figure 6.5 Tsim Sha Tsui station and Mariner station are proposed to be built

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Figure 6.6 Mariner station is proposed to be built beneath Middle Road and has an interchange link with Tsim Sha Tsui station on Nathan Road

CHAPTER 7 CONTEMPORARY TSIM SHA TSUI

7.1 Becoming a Metropolitan

Tsim Sha Tsui was a well-developed and vibrant district in the late 1990s. When Hong Kong stepped forward into the 21st century, Tsim Sha Tsui once again echoed to the needs of the ever changing Hong Kong.

With the relocation of Hong Kong International Airport from Kai Tak to Lantau Island, the restriction of height of building in Kowloon near Kai Tak was lifted. Together with the government's determination to revitalise old districts through the Urban Renewal Authority, Tsim Sha Tsui welcomed more re-development such as:

- (1) Tung Ying Building, completed in 1965, on Granville Road was rebuilt to the 23-storey THE ONE in June 2009
- (2) Hyatt Regency Hotel on Nathan Road, which opened in 1969, was demolished and re-constructed to the 31-storey iSquare in December 2009
- (3) Old tenement of No.18 Hanoi Road was re-developed jointly by Urban Renewal Authority and New World Development Co. Ltd. to the 67-storey K11 in December 2009
- (4) On the west end of Tsim Sha Tsui, the former Marine Police Headquarters Compound on Canton Road was also re-developed to "1881 Heritage", a complex of hotel and shopping mall, in November 2009.

The addition of these skyscrapers and revitalised historic sites added a metropolitan glamour to Tsim Sha Tsui.

7.2 Transport Hub

Tsim Sha Tsui has always been a transport hub since Britain began trading with China. In the 21st century, Tsim Sha Tsui once again shouldered its strategic location as a transport hub with the addition of two stations, Austin station and East Tsim Sha Tsui station of the Kowloon Southern Link.

In 2002, Kowloon-Canton Railway Corporation was invited by the government to build and operate the Kowloon Southern Link. In October 2004, the Tsim Sha Tsui extension began operation and in November 2005 the Kowloon Southern Link was completed so that the East Rail and the West Rail are linked up.

CHAPTER 8 CONCLUSION

Owing to its natural strategic location, the history of Tsim Sha Tsui, from the earliest village where British sailors confronted an indigenous Chinese villager to the ever evolving role of Hong Kong, is a reflection of the history of Hong Kong.

In order to secure the safety of Hong Kong Island, Britain spent almost twenty years of preparation to cede Kowloon peninsula from China. Due to its proximity to the City of Victoria and a land mass attached to mainland China, Tsim Sha Tsui was the very first district being developed by the British to expand trade with China as well. Wharves, docks, piers, godowns and railway terminal were the landmarks of Tsim Sha Tsui, which reflect Hong Kong as a free port of transshipment.

The end of World War II and the political upheaval in China brought new problems, but also lent Hong Kong an opportunity to plan its future with town planning. With the decline of the manufacturing industry, Hong Kong's role gradually evolved to tertiary economy and the significance of wharves, docks, godowns and railway terminal shrunk. Land was thus either re-zoned or reclaimed to develop for commercial purposes, such as shopping malls for tourists and locals, and office blocks to house rapidly growing number of companies.

As the population of Hong Kong increased and demand for public transportation surged, Tsim Sha Tsui contributed to Hong Kong with its advantage on location to become the hub of many transport means.

"Tsim Sha Tsui is an epitome of Hong Kong" is the best and most suitable conclusion. Should there be major changes in Hong Kong in future, it can be comfortably to predict accurately that Tsim Sha Tsui will once again play its significant role to facilitate Hong Kong's go through decisive moments.

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APPENDIX

Appendix 1

Memorandum from Mercer to Caine, Records of the Colonial Office, C.O.129/74, p.96-107

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Appendix 2

Correspondence from Elliot to Lord John Russell, Foreign Office Records, F.O.228/264
p.146-147

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Appendix 3

Deed of Lease of leasing Kowloon Peninsula and Stonecutter Island to Britain on 20 March
1860

English version

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Chinese version

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Map showing the boundary of Kowloon Peninsula and Stonecutter Island to be leased.
North of the present Boundary Street was still part of 新安縣

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Appendix 4

Notification issued by MacMahon on 24 March 1860 after Kowloon was leased

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Appendix 5

Notification issued by Lord Elgin after cession of Kowloon stating that Governor Sir Robinson will exercise authority on Kowloon.

English version

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Chinese version

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Appendix 6

**Tsim Sha Tsui Outline Use Zoning Plan LK 1/40
(December 1965)**

TOWN PLANNING BOARD

KOWLOON PLANNING AREA NO. 1 -
TSIM SHA TSUI OUTLINE USE ZONING PLAN LK 1/40
EXPLANATORY STATEMENT

NOTE : For the purpose of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the draft plan.

1. Authority for the plan

- 1.1 The Governor in December, 1960 under powers contained in Section 3 of the Town Planning Ordinance order the preparation of an Outline Plan for the south of Jordan Road and west of the Nathan Road. In May, 1962, he ordered that the plan be extended to cover the whole of the area south of Jordan Road and Gascoigne Road including the Hung Hom Reclamation.
- 1.2 The Town Planning Board has deemed that plan No. LK 1/40 is suitable for submission to the Governor-in-Council for approval and it is now published as required by Section 5 of the Town Planning Ordinance together with the explanatory statement.

2. Object and forms of the plan

- 2.1 The object of the plan is to provide a statutory land use pattern, within which use and development of land may be legally controlled, and to provide for proposed major communications.
- 2.2 It is intended that the plan should integrate, as far as possible, the numerous major proposals which are likely to be carried out in the area and which will affect the land use and communications patterns in Tsim Sha Tsui.
- 2.3 The plan is at a small scale and illustrates only the broad zoning and principles of development and, consequently, road alignments and boundaries between various zones may be subject to minor alterations when detailed planning proceeds.

3. The planning area

- 3.1 The plan covers the whole of Kowloon Planning Area No. 1 - Tsim Sha Tsui, which comprises the Kowloon Peninsula south of Jordan Road and Gascoigne Road and includes the Hung Hom Reclamation - approximately 482 acres. It contains a spine of low hills running north and south with flat land, much of which has been reclaimed, on either side.
- 3.2 Tsim Sha Tsui is the most important commercial district in Kowloon. It contains the main sea terminal for ocean going vessels; the rail terminal from China; two of the more important cross harbour ferry terminals and the mainland end of the proposed cross harbour road tunnel. Most of the large tourist hotels, entertainment facilities and shops are situated within its boundaries. It has a large residential population with related community facilities.

4. Major Proposals

4.1 Among the major proposals in the area are :-

The Hung Hom Reclamation and its development for commercial/residential purposes;

The removal of the existing K.C.R. railway terminal and its reconstruction on the Hung Hom Reclamation;

The comprehensive development of the new railway terminal to provide a bus terminus and ferry concourse; Government and community facilities including the Colony Postal Sorting Office; commercial uses and housing;

The Kowloon landfall and associated roads and bridges for the cross harbour tunnel;

Development for residential/commercial purposes of the existing railway land released as a result of the move to the new terminal;

Development of Whitfield Barracks for public open space and residential/commercial purposes;

An improved road system.

5. Population

5.1 The population of the Tsim Sha Tsui area at the Census in March, 1961 was 87,900 persons. It is forecast that this figure will rise to about 101,000 persons by 1971, due to the considerable amount of redevelopment of existing properties taking place in the area. The existing population is estimated to be about 95,000 persons.

5.2 The estimated population upon full development in the new commercial/residential, Government, institutional and community areas is shown in the schedules on the plan at a total of 175,000. The estimated total population for the whole planning area upon full development is thus in the order of 270,000.

6. Zoning

6.1 Schedules - The schedules on the face of the plan show the approximate areas of the various zones and, where appropriate, population upon full development.

6.2 Commercial/residential (163.5 acres) - There are 82.5 acres of existing development zoned for this purpose and 81.0 acres of new residential/commercial zones. In the areas which are subject to further detailed planning, provision will be made for development roads, schools, Government reserves, car parking, other specified uses. Public open spaces within these areas will be provided on the basis of 1/10 acre per acre of residential/commercial use.

6.3 Commercial/residential/Warehousing (21.9 acres) - This zoning is used for the existing land held on unrestricted leases west of Canton Road and KHL 88 south of Salisbury Road to discourage general industrial uses and encourage warehousing along the waterfront.

- 6.4 Government, Institutional and Community (86.5 acres) - A number of sites which are at present used for these purposes, including W.D.L. 17 which is used by the Services, are zoned accordingly on the plan. An extension area is proposed for the future expansion of the Technical College and other uses in this category. New sites include the major portion of the former Naval lands and camber which is reserved for Government uses requiring waterfrontage; part of the present railway terminus which is zoned for Government and civic use; a site north-east of Holt's Wharf reserved for a sewage screening plant, and a site south of the railway terminus reserved for the Colony Postal Sorting Office.
- 6.5 Open Space - 4.9 acres of the existing public open space is retained and the plan provides for an additional 34.9 acres making a total of 39.8 acres zoned for this purpose. The new public open spaces include an almost continuous water side promenade from the Star Ferry to the proposed railway terminus; the western part of the Whitfield Barracks area which contains many fine trees; the Blackhead signal station and an area on the eastern side of Chatham Road opposite Mody Road. In addition to the areas shown zoned for public open space on the plan, it is intended that 1/10 of the residential/commercial areas, which are subject to further detailed planning, should be public open space. 8.5 acres of existing private open space to the east of Cox's Road is retained and zoned for this purpose on the plan.
- 6.6 Industrial (4.5 acres) - The remaining portion of the former naval land and camber is zoned for industrial purposes, the intention being that it should be used for godowns or similar purposes requiring access to the harbour.
- 6.7 Other Uses (34 acres) - The new railway terminus, ferry concourses and the bus concourses are included in this zoning.

7. Roads

- 7.1 The areas reserved for roads provide for the proposed major traffic routes and intersections in the area. Details of junctions and elevated roads are not shown and will be subject to detailed planning at a later stage. The proposed new roads will facilitate a more direct flow of traffic through the area and to the urban areas to the east and west; and intersections will be given special treatment. The major improvements include the following :-

Improvements to Jordan and Gascoigne Road to provide a major east/west road across the Peninsula;

A new north/south road on the eastside of the Kowloon Peninsula by-passing the main commercial/residential areas and leading to the airport, Kwun Tong and the Eastern New Territories.

Provision for the cross harbour tunnel portal and plaza in the traffic complex west of the new railway terminal.

Improvements to and extension of Austin Road eastwards to join the new north/south road and provide an important secondary east/west road link across the Peninsula.

A new north/south road on the western side of the Peninsula to link up with the main coastal road to Tsuen Wan and the western New Territories.

8. Bus and Ferry Concourses

8.1 The Tsim Sha Tsui bus and ferry concourse has been increased in size in order to accommodate a more efficient traffic circulation.

8.2 A new bus terminus and ferry concourse is proposed on the upper deck level of the new K.C.R. terminal at Hung Hom. This will replace the present temporary arrangements.

9. Future Provision for Mass Transport Facilities

9.1 No provision has been made for possible new forms of mass transport that may be recommended by the consultants now conducting a feasibility study on behalf of Government. The Town Planning Board considers that publication of the plan should not be delayed pending the completion of the mass transit report and its consideration by Government. It is, however, aware that amendments to the plan may be necessary as a result of the consultant's recommendations.

10. Conclusion

10.1 The Town Planning Board has taken into account comments received from private and public bodies and Government Departments in the preparation of Plan LK 1/40 which is now exhibited under Section 5 of the Town Planning Ordinance (Chapter 131).

PLANNING DIVISION.

December, 1965.

/dl

Appendix 7

**Tsim Sha Tsui Outline Use Zoning Plan LK 1/44
(December 1967)**

Tsim Sha Tsui
Outline Use Zoning Plan

PRINTED AND PUBLISHED BY S. YOUNG, GOVERNMENT PRINTER
AT THE GOVERNMENT PRESS, JAVA ROAD, HONG KONG

TOWN PLANNING BOARD

KOWLOON PLANNING AREA NO. 1—

TSIM SHA TSUI OUTLINE USE ZONING PLAN LK 1/44

EXPLANATORY STATEMENT

Note:—For the purpose of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Statutory Plan.

1. Authority for the Plan

1.1. The Governor-in-Council in December, 1960 under powers contained in Section 3 of the Town Planning Ordinance ordered the preparation of an Outline Plan for the area south of Jordan Road and west of the Nathan Road. In May, 1962, the Town Planning Board was ordered to extend the plan to cover the whole of the area south of Jordan Road and Gascoigne Road including the Hung Hom Reclamation.

2. Object and Forms of the Plan

2.1. The object of the plan is to provide a statutory land use pattern, within which use and development of land may be legally controlled, and to provide for proposed major communications.

2.2. It is intended that the plan should integrate, as far as possible, the numerous major proposals which are likely to be carried out in the area and which will affect the land use and communication pattern in Tsim Sha Tsui.

2.3. The plan is at a small scale and illustrates only the broad zoning and principles of development and, consequently, road alignments and boundaries between various zones may be subject to minor alterations when detailed planning proceeds.

3. The Planning Area

3.1. The plan covers the whole of Kowloon Planning Area No. 1—Tsim Sha Tsui, which comprises the Kowloon Peninsula south of Jordan Road and Gascoigne Road and includes the Hung Hom Reclamation—approximately 488 acres. It contains a spine of low hills running north and south with flat land, much of which has been reclaimed, on either side.

3.2. Tsim Sha Tsui is the most important commercial district in Kowloon. It contains the main sea terminal for ocean going vessels: the rail terminal from China; two of the more important cross harbour ferry terminals. The mainland portal of the proposed Cross Harbour Tunnel is also planned to be in this area. Many of the large tourist hotels, entertainment facilities and shops are situated within its boundaries. It has a large residential population with related community facilities.

4. Major Proposals

4.1. Among the major proposals in the area are:—

The Hung Hom Reclamation and its development for commercial/residential purposes;

The removal of the existing K.C.R. railway terminal and its reconstruction on the Hung Hom Reclamation;

The comprehensive development of the new railway terminal to provide a bus terminus and ferry concourse; Government and community facilities including the Colony Postal Sorting Office; commercial uses and housing;

The Kowloon landfall and associated road connections for the proposed Cross Harbour Tunnel;

Development for commercial/residential, Government, institution and community & public open space purposes of part of the Hung Hom Reclamation and the existing railway land which would be released as a result of moving the railway terminal;

Development of Whitfield Barracks for public open space and commercial/residential purposes;

An improved road system.

5. Population

5.1. The population of the Tsim Sha Tsui area at the Census in March, 1961, was 87,900 persons. It is forecast that this figure will rise to about 101,000 persons by 1971, due to the considerable amount of redevelopment of existing properties taking place in the area. The 1967 population is estimated to be about 95,000 persons.

5.2. The estimated population upon full development for the whole of the planning area is in the order of 233,000.

6. Zoning

6.1. *Schedules*—The schedules on the face of the plan show the approximate areas of the various zones and, where appropriate, population upon full development.

6.2. *Commercial/residential (145 acres)*—There are 145 acres of land zoned for commercial/residential purposes. In the areas which are subject to further detailed planning, provision will be made for development roads, schools, Government reserves, car parking and other specified uses. 1/10 of these areas will be set aside for public open space.

6.3. *Commercial/Residential/Other Uses (above K.C.R. Terminus) (12 acres)*—

This area is zoned for the new K.C.R. Terminus and it is envisaged that commercial and residential uses can be developed above the platforms and sidings.

6.4. *Commercial/Residential/Warehousing (29 acres)*—This Zoning is used for the existing land held on unrestricted leases west of Canton Road and KML 88 south of Salisbury Road to discourage general industrial uses and encourage warehousing along the waterfront.

6.5. *Government, Institutional and Community (93 acres)*—A number of sites which are at present used for these purposes, including W.D.L. 17 which is used by the Services, are included in these zones. New areas include an extension for the future expansion of the Technical College and the provision of other Government, institutional and community uses which are subject to detailed design and which lie within the area bounded by Chatham Road, the proposed Austin Road Extension and the traffic complex to the west of the proposed railway terminus; the major portion of the former Naval lands and camber which is reserved for Government uses requiring water frontage; a site north-east of Holt's Wharf reserved for a sewage screening plant, and a site south of the proposed railway terminus reserved for the Colony Postal Sorting Office.

6.6. *Open Space*—A total of 50 acres is zoned for public open space purposes. The new public open spaces include an almost continuous water side promenade from the Star Ferry to the proposed railway terminus; the southern part of the Whitfield Barracks area which contains many fine trees; the Blackhead Signal Station and an area on the eastern side of Chatham Road stretching from the proposed Austin Road Extension to the proposed Salisbury Road Extension. In addition to the areas zoned for public open space on the plan, it is intended that 1/10 of the commercial/residential areas, which are subject to further detailed planning, should be public open space. 8.5 acres of existing private open space to the east of Cox's Road is retained and zoned for this purpose on the plan.

6.7. *Warehousing (9.5 acres)*—The remaining portion of the former Naval lands and camber is zoned for this purpose, the intention being that it should be used for godowns or similar purposes requiring access to the harbour. An additional area adjacent to Holt's Wharf is also zoned for this purpose.

6.8. *Other Uses (22 acres)*—Other uses proposed include the development of part of the upper levels over the proposed railway terminus.

7. Roads

7.1. The areas reserved for roads provide for the proposed major traffic routes and intersections in the area. Details of junctions and elevated roads are not shown and will be subject to detailed planning at a later stage. The proposed new roads will facilitate a more direct flow of traffic through the area both east/west and north/south. The major improvements include the following:—

Improvements to Jordan Road and Gascoigne Road to provide a major east/west road across the Peninsula.

A new north/south road on the east side of the Kowloon Peninsula by-passing the main commercial/residential areas and leading to the airport, Kwun Tong and the Eastern New Territories.

Provision for the proposed cross harbour tunnel portal and plaza in the traffic complex west of the new railway terminal.

Improvements to the extension of Austin Road eastwards to join the new north/south road and provide an important secondary east/west road link across the Peninsula.

A new north/south road on the western side of the Peninsula to link up with the main coastal road to Tsuen Wan and the western New Territories.

8. Bus and Ferry Concourses

8.1. The Tsim Sha Tsui bus and ferry concourse has been increased in size in order to accommodate a more efficient traffic circulation.

8.2. A new bus terminus and ferry concourse is proposed on the upper deck level of the new K.C.R. terminal at Hung Hom. This will replace the present temporary arrangements.

9. Future Provision for Mass Transport Facilities

9.1. In the preparation of the plan, the Town Planning Board was aware of the Mass Transportation investigations being carried out by the Consultants on behalf of Government. It considered, however, that any decisions which may be made as a result of the report would not radically affect the major land use zoning shown on the plan.

10. Conclusion

10.1. The Town Planning Board has taken into account comments received from private and public bodies and Government Departments in the preparation of Plan LK 1/44 which is now published under Section 8 of the Town Planning Ordinance (Chapter 131).

PLANNING DIVISION,
December, 1967.

Appendix 8

**Tsim Sha Tsui Outline Use Zoning Plan LK 1/56
(June 1976)**

Tsim Sha Tsui Outline Zoning Plan No. LK 1/56

- (i) The uses which are, or may be, permitted as shown in the notes must also conform with the Conditions of the Crown Lease, and any other relevant Enactment.
- (ii) The following notes show the uses permitted in the zones on the plan, and uses which may be permitted with or without Conditions on application. Where the notes provide for grant of permission for any purpose, any application for the grant of such permission shall be made to the Board and addressed to the Secretary to the Town Planning Board, P.W.D., and shall consist of 4 completed copies of the form issued by the T.P.B. together with the relevant site plans and any other supporting information or be in any other form as the Board thinks fit.
- (iii) No immediate change of use of existing properties to conform to this plan is required. After this plan has been approved, buildings erected, or altered so substantially as to become in effect different buildings, may not be used for purposes which do not conform with those for which the land on which they stand is zoned on this plan.
- (iv) Road junctions and alignments and boundaries between zones may be subject to minor alteration as detailed planning proceeds; pedestrian bridges and subways will be included where appropriate.

TOWN PLANNING ORDINANCE
(Chapter 131)

Tsim Sha Tsui Outline Zoning Plan - Plan No. LK 1/56

Pursuant to section 5 of the Town Planning Ordinance, a draft plan for the above area incorporating new Notes can be seen until 1st September 1976 during normal office hours by any person at : the C.D.O. (Central & Western) Enquiry Sub-Office, Central Government Offices, West Wing Entrance, Hong Kong ; City District Office (Yau Ma Tei) 260-264 Temple Street, Ground Floor, Kowloon and the Town Planning Office, 17th Floor, Murray Building, Hong Kong.

2. In accordance with section 6 of the Ordinance, any person affected by the plan may, at any time before the above-mentioned date, inform the Board of his objection by writing to the Secretary of the Town Planning Board, c/o Public Works Department, Murray Building, Hong Kong, setting out the reasons for his objection and any alteration which would remove his objection.

3. Copies of the draft plan No. LK 1/56 are available at the Crown Lands and Survey Office, 19th Floor, Murray Building, Hong Kong at \$5.00 each uncoloured and \$50.00 each coloured.

D.W. McDonald
Chairman,
Town Planning Board.

2nd July, 1976.

EXPLANATORY STATEMENT

Kowloon Planning Area No. 1

Tsim Sha Tsui Outline Zoning Plan No. LK 1/56

NOTE : For the purpose of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the draft plan.

1. AUTHORITY FOR THE PLAN AND PROCEDURE

- 1.1 The statutory plan for Kowloon Planning Area No. 1, Tsim Sha Tsui Outline Use Zoning Plan LK 1/44, was approved by the Governor in Council on 7th November, 1967. A part of this plan east of the Cross Harbour Tunnel portal and the approach road was later revoked on 19th May 1970 and replaced by a new plan (Plan No. LK 1/48) which was approved by the Governor-in-Council on 18th January 1972.
- 1.2 On 26th February 1974, the Governor-in-Council (under Section 12(1)(b)(i) of the Town Planning Ordinance) referred the approved Plan No. LK 1/44 back to the Town Planning Board for replacement by a new plan. The draft new plan, Plan No. LK 1/56, has been prepared and the Board deems it suitable for exhibition under Section 5 of the Ordinance.

2. PLANNING AREA

- 2.1 The boundaries of the planning scheme are shown in a heavy broken line on the plan and do not include the area east of the Cross Harbour Tunnel portal and the approach road, which is shown on the approved plan (Plan No. LK 1/48). The area covered by the plan is approximately 178 hectares of which 2.6 hectares will be reclaimed from the southern tip of the peninsula and the North Camber Breakwater.
- 2.2 The area is not critically short of land for various uses such as open space, government, institution, and community uses, as is common in other districts. It is, however, characterized by a highly diverse range of activities, probably the most complex in Hong Kong, and has a regional significance for the territory as a whole. Work, recreation, play, education, shopping, commerce and finance, administration, professional services, eating, entertainment and "just walking around" are all part of the pattern. To cater for the needs of all these activities, the future use of land and circulation patterns must be established.
- 2.3 Tsim Sha Tsui is traditionally a commercial and tourist centre, its hotels providing nearly 50% of the total tourist accommodation in Hong Kong. The residential population has declined since 1961 by about 1,400 people a year as commercial activities replaced residential uses. About 42% of all the buildings in the district were constructed in the period of 1945-56. 37% of the buildings were completed after 1957 and 21% are prewar structures. Most of the buildings are still good and sound with only about 18% in deteriorating or poor condition.

- 2.4 The area has been experiencing a boom in the development of administrative, commercial, financial and professional activities. It contains the head and branch offices of many of the largest and important financial institutions and companies, as well as an increasing variety of professional services. It is also an educational, cultural and recreational centre.
- 2.5 Employment in trades or services associated with tourism, e.g. notably in airlines, shipping and transportation agencies, restaurants, cafe and bars, accounts for a major part of the employment potential in the district. It produces heavy volumes of traffic on the roads in the area, with many commuters using public transport, particularly buses and the Star Ferry.
- 2.6 Warehousing and cargo handling activities used to be one of the most important functions of the area, but with the development of the container terminal in Kwai Chung, these activities have declined and will continue to do so. There is no industrial land in the district.

3. OBJECT OF THE PLAN

- 3.1 The object of the plan is to provide a statutory land use pattern and major road framework within which the use and development of land may be legally controlled.
- 3.2 It is intended that the plan should integrate, as far as possible, the numerous major proposals which are likely to be carried out in the area.
- 3.3 The plan is designed to illustrate only the broad principles of development within the planning area and to provide guidance for more detailed planning. It is a small scale plan and the road alignments and boundaries between the use zones may be subject to minor alteration when more detailed planning proceeds.
- 3.4 The area is to be provided with a system of environmental areas or precincts integrated by a network of transport facilities and open space with the object of :-
 - (a) Improving access to, and ease of movement within the area;
 - (b) Releasing more land for sale so as to provide more accommodation for living and commercial purposes;
 - (c) Increasing the diversity of community activities and services; and
 - (d) Enhancing and improving the attractiveness of the urban environment wherever possible.
- 3.5 In order to implement the planning proposals it will be necessary to acquire for public purposes some of the private properties the leases of which are about to expire. In this connection, special consideration has been given to the appropriate location for community facilities and services, and efforts have been made to cause the minimum disturbance to private properties and their tenants.

4. LAND USE ZONING

4.1 The plan has been designed to provide a framework within which the district can be improved for the benefit and convenience of its residents, while retaining flexibility to allow adjustment to new situations as they develop.

4.2 Commercial/Residential : Total area 48.58 hectares

4.2.1 This zone will remain the predominant land use in the area, occupying 27.3% of the total land area.

4.2.2 About 4.84 hectares have been zoned for this purpose in the reclamation area east of Chatham Road. A mixture of shopping, offices and residential development is envisaged, with supporting community facilities, such as schools, car parks, markets, etc.

4.2.3 The New World Centre, south of the Middle Road Children Playground, is also zoned "commercial/residential". This is to be developed for a comprehensive project comprising hotels, residential, office blocks, car parks.

4.2.4 The area belonging to the Hong Kong & Kowloon Wharf Co. Ltd. along the western sea front is also zoned "commercial/residential". There will be two major development proposals in this area: the Ocean Centre Development comprising shops and offices, and the Harbour City Development comprising two apartment buildings with shopping and a hotel. These major projects are to be linked to the Ocean Terminal and Hong Kong Hotel by an elevated pedestrian walkway.

4.2.5 Some of the land already occupied by substantial buildings in good condition is used for commercial purposes only, such as cinemas, hotels, departmental stores, restaurants and banks and offices, and it is expected that these will remain. The majority of the commercial enterprises are accommodated on the lower floors of residential buildings in this zone.

4.2.6 Further sites are to be sold for C/R development. These include the site of the Police Station at the junction of Canton Road and Salisbury Road, the site of the former Housing Department building in Middle Road, and a large site to the west of Canton Road near the North Camber Breakwater. Additional sites will be sold in the reclamation area east of Chatham Road.

4.3 Government, Institution & Community : Total area 42.09 hectares

4.3.1 A number of sites for government, institution and community purposes are included in the plan for the reclamation area east of Chatham Road. Sites have been reserved for a multi-purpose government centre, three secondary schools, a multi-storey carpark, a railway staff quarters, etc. This area will cater for the needs of the proposed commercial/residential development on the reclamation area as well as supplement to some extent, the existing deficiency of community facilities in the older developed areas west of Chatham Road.

- 4.3.2 Some sites are zoned for government, institution and community purposes in the northern part of the old Whitfield Barracks area. They are to provide for the Tsim Sha Tsui Kaifong Hall and School, a new Police Station, a multi-storey car park, and a swimming pool complex, which will form part of the development of Kowloon Park.
 - 4.3.3 Two sites are proposed for market purposes. The first one is located at the junction of Bowring Street with Kwun Chung Street where it is proposed to re-provision the present market at Min Street. The second one is at a site between Kimberley Road and Kimberley Street where some private properties will need to be acquired.
 - 4.3.4 The existing Tsim Sha Tsui Market at the junction of Canton Road and Peking Road will then no longer be required and it is proposed that the site together with the adjoining coach park should be developed into a multi-purpose building incorporating facilities such as, clinics, offices, parking, a youth centre, library, reading rooms, etc.
 - 4.3.5 Other areas have already been developed for community purposes, in particular the area east of Nathan Road which include existing schools, churches and the Royal Observatory, and the area to the north of Austin Road, which is occupied by the Kowloon Cricket and Bowling Clubs.
 - 4.3.6 A large piece of land of over 8 hectares has been developed in the north-eastern part of the area for the Hong Kong Polytechnic, a major technical and advanced educational complex.
 - 4.3.7 Further government reservations have been made in the area between Canton Road and the anchorage north-east of the North Camber Breakwater.
- 4.4 Open Space : Total area 27.00 hectares
- 4.4.1 The largest public open space, which has more than district significance, is Kowloon Park which will provide a diverse range of recreational facilities including a Chinese garden and restaurant, children's library, children's play area and adventure playground, a music bowl, mini-soccer pitch, basketball court, and a swimming pool complex. One of the special features of the Park is that it will extend over the roofs of three blocks of two and one-storey shops with two basement floors which will front the western side of Nathan Road between the Mosque and the proposed Police Station site.
 - 4.4.2 The harbour waterfront provides an opportunity for providing a continuous chain of pedestrian walkways. A public promenade is therefore proposed linking the site of International Mail Centre in the east with the North Camber Breakwater in the west.

- 4.4.3 A continuous stretch of open space is planned immediately to the east of Chatham Road and the Polytechnic site. It will be served by a subway system enabling pedestrians to walk from Tsim Sha Tsui to Oi Man Estate or vice versa.
- 4.4.4 The existing King George the Fifth Memorial Park, with its final configuration reshaped after the completion of the Canton Road realignment and the proposed new market, will provide another important district open space in the area.
- 4.4.5 The Blackhead Signal Hill at Minden Row has been converted into a mini-Botanic Garden, which gives the local residents an additional recreational outlet. The 40-foot signal tower has been preserved and renovated to provide people with a good view of the harbour and the surrounding area. Together with the Middle Road Children's Playground and its extension, this whole area provides a sizeable district open space.
- 4.4.6 In addition further sites are zoned for open space on the waterfront at the end of Nathan Road and within the newly reclaimed land to the east of Chatham Road. The latter will be developed in conjunction with a pedestrian shopping precinct. A number of amenity plots are planned along the periphery of the reclamation area, and planting strips will be provided along both sides of the internal roads to make them more attractive.
- 4.4.7 Small sitting out areas will also be developed within the specified Comprehensive Redevelopment Area indicated on the plan.

4.5 Other Specified Uses : Total area 8.19 hectares

- 4.5.1 The former K.C.R. Railway Terminus is proposed for a cultural complex including a museum, an art gallery, an auditorium and a planetarium, together with public open spaces, car park, bus terminus and ferry concourse. In connection with the construction of the Mass Transit Railway ventilation building, some 1.74 hectares will be reclaimed from the harbour, which will provide a larger site for the above purposes than previously would have been possible.
- 4.5.2 The area bounded by Bristol Avenue, Carnarvon Road, Hanoi Road and Mody Road is zoned for a "Comprehensive Redevelopment Area", an urban renewal project similar to the Pilot Scheme Area in the Urban Renewal District. Private properties affected will be resumed or will not have their leases regranted after their expiry in 1978. A comprehensive layout will be prepared and the major part of it resold to private developers, who will be required to develop in accordance with a comprehensive layout plan and provide government and institutional facilities. Development control will be exercised through lease conditions.
- 4.5.3 The Ocean Terminal is included in this category specifically annotated to include shops and car parks in order to conform with its existing use.

4.6 Communications

4.6.1 Roads

Roads recently completed include Kowloon Park Drive, Cheong Wan Road, and the realignment of Canton Road. Proposed new roads will be mainly the Salisbury Road extension and the internal roads planned for the reclamation area.

4.6.2 A system of inter-connected pedestrian precincts and pedestrian ways with sufficient width to permit access for emergency vehicles is proposed for the layout east of Chatham Road. Pedestrian footbridges and crossings are proposed at various points across the more important roads.

4.6.3 A pedestrian subway is also proposed to link the continuous stretch of open space extending along Chatham Road with Cheong Wan Road in the north and Salisbury Road extension in the south.

4.6.4 Mass Transit

The northbound alignment of the Mass Transit is beneath Nathan Road with stations at Haiphong Road and Jordan Road. The eastbound alignment, which will not be constructed for some years, will run below Middle Road and Salisbury Road extension with two stations at Middle Road and at the new K.C.R. Kowloon Station at Hung Hom.

4.6.5 Services

The area is well reticulated with public utility services, but with the proposed development of the reclamation area east of Chatham Road, it will be necessary to extend from adjoining areas the reticulation of water, electricity, gas supplies and other utility services.

4.6.6 A site is reserved for a sewage screening plant at the Salisbury Road extension.

4.6.7 Population

The 1971 Census population was in the region of 74,000 persons. Apart from tourists and transients, the majority of the residents were accommodated in private dwellings. The density of population exceeded 377 persons per hectare.

4.6.8 It has been estimated that the population could increase to about 92,000 by 1991.

TOWN PLANNING OFFICE

JUNE 1976

Tsim Sha Tsui Outline Zoning Plan No. LK 1/56

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- (iv) Road junctions and alignments and boundaries between zones may be subject to minor alteration as detailed planning proceeds; pedestrian bridges and subways will be included where appropriate.

Zone	Uses always permitted	Uses that may be permitted with or without conditions on application to Town Planning Board	Remarks
1. Commercial/ Residential	Ancillary car park Apartment Bank Bar Bath house Betting office Boarding house Caretakers' quarters Children's home Convalescent home Clinic Department store Dormitory Drain and sewer Exhibition hall Flat Guest house Hostel Hotel House Lauderette Lodging house Library	Message or sauna parlour Museum Night club Office Old people's home Open space Pedestrian area Place of public entertainment Residential club Residential institution Restaurant Retail shop Road Service lane Showroom Social club Street Studio Supermarket Storage ancillary to the above uses Tenement	Public utility installation Recreational facility Refuse collection point Religious institution School Storage yard Vehicle repair garage Warehouse Workshop Community centre Government use Hospital Laundry Market Petrol filling station Public car park Public transport station

Zone	Uses always permitted	Uses that may be permitted on application to Town Planning Board	Remarks
2. Government - Institution - Community Uses	Ambulance depot Ancillary car park Art gallery Bath house Caretakers' quarters Children's home Clinic Community centre Convalescent home Convention hall Drain and sewer Exhibition hall Fire station Government use incl. car park Hawkers' bazaar Hospital Kindergarten Library Magistracy Museum Nursery/creche Old people's home Orphanage	Abattoir Apartment Animal pound or home Bank Bar Betting office Boarding house Department store Dormitory Flat Hotel House Hostel Laundrette Night club Office Petrol filling station Place of public entertainment Remand home Residential club Residential institution Restaurant Retail shop Showroom Stadium Storage ancillary to the above uses Studio Supermarket Tenement Warehouse Workshop Vehicle repair shop	

Zone	Uses always permitted.	Uses that may be permitted on application to Town Planning Board	Remarks
<p>3. Open Space</p>	<p>Amenity strip/plots Central reservation of road Drain and sewer Minor access road Park and garden Pedestrian area Playground/Playing field Promenade Road Roundabout centre Service lane Sitting out area Sportsground Street</p>	<p>Ancillary car parking Building ancillary to the uses permitted Games hall Open air swimming pool Public utility installation Shops (including basements) not exceeding two storeys only where annotated on the plan Skating rink</p>	

Zone	Uses always permitted	Uses that may be permitted on application to Town Planning Board	Remarks
<p>4, Other Specified Use</p>	<p>The specified use annotated on the plan</p> <ul style="list-style-type: none"> Access road Drain and sewer Service lane Uses ancillary to the specified use <p>Specified uses in the Comprehensive Redevelopment Area are as follows :-</p> <ul style="list-style-type: none"> Apartment Bank Bar Clinic Community Centre Department store Government use Hotel Night Club Office Pedestrian area 	<ul style="list-style-type: none"> Car park Kerosene store Public utility installation Recreational facility Refuse collection point School 	

NOTATION
註釋

ZONES

- 分區大綱
- COMMERCIAL/RESIDENTIAL 商業、住宅混合用地
 - GOVERNMENT, INSTITUTION AND COMMUNITY 政府、團體及社區用途
 - PUBLIC OPEN SPACE 公共管理用途
 - OTHER SPECIFIED USES 其他指定用途

COMMUNICATIONS

- 交通
- MAJOR THROUGH ROUTES 主要貫通幹道
 - MAJOR ROADS AND JUNCTIONS 主要道路及匯合點
 - ELEVATED ROADS 高架道路
 - PEDESTRIAN PATHWAYS/STREETCARS 行人專用徑及有軌電車

MISCELLANEOUS

- 其他
- BOUNDARY OF PLANNING AREA 劃分設計區之界線
 - BOUNDARY OF PLANNING SCHEME 設計區之界線

SCHEDULE OF USES AND AREAS
各種土地之用途及面積

USES	APPROXIMATE AREA IN HECTARES/公頃		用途
	Area	Percentage	
COMMERCIAL/RESIDENTIAL	48.53	27.27	商業、住宅混合用途
GOVERNMENT, INSTITUTION AND COMMUNITY	42.89	23.43	政府、團體及社區用途
PUBLIC OPEN SPACE	22.90	12.51	公共管理用途
OTHER SPECIFIED USES	6.17	3.40	其他指定用途
MAJOR ROADS ETC.	52.23	29.33	主要道路等
TOTAL PLANNING SCHEME AREA	176.71	100.00	設計區之總面積
TOTAL AREA OF K. F. A. NO. 1	192.58		綠洲計劃區之總面積

THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
隨圖所附之註釋亦屬本分區計劃大綱圖之一部份

*版權所有

TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 1 - TSIM SHA TSUI - OUTLINE ZONING PLAN
香港城市設計委員會依據城市設計條例制定 城市設計九龍第一區 - 尖沙咀分區計劃大綱圖

DRAFT PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON THE 21st DAY OF JULY 1975.
本圖案乃根據城市設計條例第五條制定，於一九七五年七月二十一日予以公開展覽。
L. Caldwell
TOWN PLANNING BOARD, 城市設計委員會

SCALE 1:5 000 北向南



PLAN No. LK 1/56
圖則編號

PREPARED BY THE TOWN PLANNING OFFICE OF THE PUBLIC WORKS DEPARTMENT, UNDER THE DIRECTION OF THE TOWN PLANNING BOARD
此圖則係由地政總署工程處根據城市設計委員會之指示所編製