

**Harbour-front Enhancement Committee
Revised Harbour Planning Principles**

1. Purpose

This paper aims to brief Members on the outcome of the consultation on the Harbour Planning Principles and to seek Members' endorsement of the revised set of Harbour Planning Principles at **Appendix A**.

2. Background

2.1 In August 2004, the Sub-committee on Harbour Plan Review (the Sub-committee) set up a Task Group to formulate Harbour Planning Principles to guide the sustainable planning, development and management of Victoria Harbour and the harbour-front areas.

2.2 On 13 January 2005, the Sub-committee submitted a set of Principles (**Appendix B**) formulated by the Task Group to the Harbour-front Enhancement Committee (HEC) for consideration. The HEC accepted the Principles as a working draft and considered that they should go through public consultation with the relevant District Councils, the Town Planning Board (TPB) and other concerned bodies.

3. Consultation

3.1 Apart from consultation with the organisations/bodies represented at HEC, the Task Group presented the Principles to the TPB and the Legislative Council Panel on Planning, Lands and Works on 8 April and 26 April 2005 respectively. On 13 August 2005, it held a joint discussion forum with the relevant District Councils.

- 3.2 The Principles have also been uploaded to the HEC website.
- 3.3 During the consultation period until August 2005, six written comments were received from individuals and organisations. They include Mr Charles Nicholas Brooke, the Hong Kong Institute of Planners, the Chartered Institute of Logistics and Transport, the Citizen Envisioning @ Harbour, the Harbour Business Forum and the Real Estate Developers Association of Hong Kong.
- 3.4 Since the acceptance by the HEC in January 2005, the Principles have been widely applied in harbour planning and developments around the harbourfront. So far, nine planning-related studies and 24 planning applications/development schemes around the harbour have made reference to or have been assessed in the context of the Principles.

4. Comments and Responses

- 4.1 In general, the consultation feedback indicates that the Harbour Planning Principles have received broad acceptance and support by the consultees. The comments received can be broadly grouped into the following three categories:
- (a) those relating to the scope of Principles e.g. the widening of the scope to protect and preserve the harbour, placing emphasis on the need of an open and transparent public engagement process, advocating proactive enhancement of the harbour, and realisation of the vision through effective utilization of land and marine resources;
 - (b) those relating to the implementation of the Principles, particularly the means to ensure that the Principles are applied in the planning and development process; and
 - (c) those relating to the wording, elaboration and presentation (including the sequence of the Principles).
- 4.2 All comments received have been carefully considered. The Task Group and Sub-committee, in preparing the responses and making

refinement to the Principles, have taken into account the following considerations:

- (a) any revision made should aim to better explain the fundamental objectives and spirits of the Principles without affecting the clarity;
- (b) any revision should help refine the Principles so that they can be easily understood by the general public; and
- (c) detailed procedures and criteria in applying the Principles, despite their relevancy, should be dealt with at the next stage.

4.3 In the light of the comments received, the Harbour Planning Principles have been revised. Major amendments include:

- (a) strengthening the Vision statement by including the objective of enhancing the Harbour to become a world-class asset;
- (b) elaboration of the Mission statement to emphasize the need to give due regard to the Harbour Planning Principles and public views in the planning and use of land and marine resources;
- (c) re-arrangement of the sequence of the Principles to give emphasis on the importance of an early, open and transparent public engagement process, the principle of sustainability and the need of an integrated planning; and
- (d) beefing up of the relevant Principles to state explicitly the objectives/intentions to protect and preserve the harbour, engage the public at an early stage, proactively enhance the Harbour and maximize opportunities for public enjoyment, and the preference for at-grade pedestrian access to the harbour-front areas.

4.4 A summary of comments received and the Sub-committee's responses is at **Appendix C**.

5. Next Step

- 5.1 Subject to Members' endorsement, the revised set of Harbour Planning Principles will be uploaded to the HEC website. To facilitate promulgation of the revised Principles, a Chinese version of the revised Principles has also been prepared at **Appendix A** for uploading to the HEC website.

- 5.2 As a follow-up action on the implementation of the Principles, the Sub-committee will formulate specific harbour planning guidelines and enhancement initiatives at the next stage.

6. Advice Sought

Members are invited to endorse the revised Harbour Planning Principles as a set of guidelines for sustainable planning, development and management of Victoria Harbour and its harbour-front areas.

Sub-committee on Harbour Plan Review
April 2006

VICTORIA HARBOUR AND ITS WATERFRONT AREAS
VISION, MISSION & PLANNING PRINCIPLES

(Revised Version)

Victoria Harbour : Vision

To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life.

Victoria Harbour : Mission

To realise the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process.

Harbour Planning Principles

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

Preserving Victoria Harbour

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

Stakeholder Engagement

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

Sustainable Development

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

Integrated Planning

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

Proactive Harbour Enhancement

Principle 5: The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.

Vibrant Harbour

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

Accessible Harbour

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

Public Enjoyment

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

維多利亞港及其海旁地帶

理想、使命及規劃原則

(修訂本)

維多利亞港：理想

優化維多利亞港及其海旁地帶，使成為富吸引力、朝氣蓬勃、交通暢達和可持續發展的世界級資產：港人之港、活力之港。

維多利亞港：使命

透過有效和均衡地使用海陸資源，嚴格遵行「海港規劃原則」，以及開放透明的公眾參與過程，實現維多利亞港的理想。

海港規劃原則

「海港規劃原則」由共建維港委員會制訂和監察，是一套供各界人士和團體參考的指引，以促進維多利亞港及其海旁地帶的可持續規劃、保存、發展與管理。

保存維多利亞港

原則 1– 保護和保存維多利亞港，作為香港市民和訪客共享的特殊公眾天然和文化資產，以及創建經濟和社會價值的動力。

公眾參與

原則 2– 透過提高透明度和建立多方面共識，讓社會各界人士及早和持續地參與維多利亞港及其海旁地帶的規劃、發展和管理。

可持續發展

原則 3– 維多利亞港及其海旁地帶的規劃、發展和管理，須秉承可持續發展的原則，平衡和滿足現代各階層人士的經濟、社會和環境需要，而又不會損及後代人滿足其需求的能力。

綜合規劃

原則 4– 必須就基建、土地和海事用途方面，進行綜合和長遠的規劃、發展和管理，及保持優良水質，以確保維多利亞港及其海旁地帶能符合和提升香港市民對經濟、環境和社會的期望。

積極改善海港

原則 5– 維多利亞港的規劃、發展和管理必須積極進取，以改善維多利亞港及其海旁地帶，使之成為在國際社會內象徵香港的標緻和卓越城市設計的品牌。

朝氣蓬勃的海港

原則 6– 維多利亞港既是航運物流樞紐，提供安全和高效率的客貨運輸，亦是文娛消閑地區，兩者之間必須取得平衡。海上和陸上活動必須兼顧得宜，以滿足社會不同階層人士的訴求。

交通暢達的海港

原則 7– 透過充裕而暢通無阻及便利行人的觀景廊及通道(以地面通道為宜)，把維多利亞港的海旁及其海旁地帶與離海旁較遠的地區整體地聯繫起來。

公眾享用的地方

原則 8– 維多利亞港及其海旁地帶的規劃、發展和管理，必須令公眾能夠盡量享用海港及其海旁地帶。應盡量減少利用海旁地帶作基建發展、公用設施裝置，和與海港規劃原則不附的用途，以及應盡量減低這些發展和用途所帶來的影響。

共建維港委員會

海港計劃檢討小組委員會

二零零六年三月

HARBOUR PLAN: VISION, MISSION & PLANNING PRINCIPLES

(Original Version)

Harbour Plan: Vision

Victoria Harbour: A harbour for the people, a harbour of life.

Harbour Plan: Mission

To transform Victoria Harbour and its harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset.

Harbour Plan: Planning Principles

The Harbour Planning Principles are a set of guidelines for all individuals and organisations in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas.

The principles are developed and monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong.

Preserving Victoria Harbour as a Natural, Public and Economic Asset

Principle 1: Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage, and a driver for the economy.

Victoria Harbour as Hong Kong's Identity

Principle 2: Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's "brand identity" to the international community.

A Vibrant Harbour

Principle 3: Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.

An Accessible Harbour

Principle 4: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.

Maximizing Opportunities for Public Enjoyment

Principle 5: With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with the above planning principles should be minimized.

Integrated Planning for a World-class Harbour

Principle 6: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong's economic pillars and the aspirations of Hong Kong's people.

Sustainable Development for the Harbour

Principle 7: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Early and Ongoing Stakeholder Engagement

Principle 8: All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.

海港規劃 理想、使命及規劃原則

(原文)

海港規劃理想

維多利亞港：港人之港，活力之港。

海港規劃使命

令維多利亞港及其海旁地帶成為富吸引力、朝氣蓬勃、交通暢達和可持續發展的世界級資產。

海港規劃原則

「海港規劃原則」是一套供各界人士和團體為可持續規劃、發展與管理維多利亞港及其海旁地帶而制訂的指引。

這套原則由共建維港委員會制訂和監察，內容承先啓後，配合香港市民的期望而更新。

保存維多利亞港作為香港市民的天然、公眾和經濟資產

原則1 - 保存維多利亞港作為香港市民和訪客共享的特殊公眾天然、文化資產及經濟動力。

維多利亞港作為香港的標誌

原則2 - 作為具國際卓越城市設計和象徵香港的品牌，維多利亞港的規劃、發展和管理須確保此標誌得以維持和加強。

朝氣蓬勃的海港

原則3 - 維多利亞港一方面是一個航運物流樞紐，提供安全和高效率的客貨運輸，亦是一個文娛消閑地區，以滿足社會不同階層人士的需求。要在這兩方面的發展之間取得平衡，本港的海旁地帶必須能達到多元化、富吸引力和朝氣蓬勃的要求，以及提供各式各樣的商業、公共、旅遊、消閑、體育、文化、基建和海事設施。

交通暢達的海港

原則4 – 須透過足夠的、無阻隔的及便利的通道或觀景廊，把維多利亞港的海旁及毗鄰地帶與離海旁較遠的地區整體地聯繫起來。

盡量增闢公眾可以享用的地方

原則5 – 鑑於維多利亞港沿岸的土地有限，故擬作交通基建、公用設施，以及未能配合各項規劃原則的用途，須盡量減少。

世界級海港的綜合規劃

原則6 – 在基建、水質、土地和海事用途方面，進行綜合和長遠的規劃、發展和管理，以確保維多利亞港及其海旁地帶，繼續作為香港的經濟支柱，並滿足香港市民的期望。

可持續發展的海港

原則7 – 維多利亞港及其海旁地帶的規劃、發展和管理，須秉承可持續發展的原則，即既能平衡和滿足現代各階層人士的經濟、社會和環境需要，又不會損及後代人滿足其需求的能力。

及早和持續地讓社會人士參與維港工作

原則8 – 透過建立多方共識，讓社會各界人士及有關團體參與維多利亞港的規劃、發展和管理的工作。

共建維港委員會

海港計劃檢討小組委員會

二零零四年十一月

Comments and Responses on the Harbour Planning Principles

(underline = proposed added text)

General Comments

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>Harbour Business Forum 20 July 2005</p>	<ol style="list-style-type: none"> 1. To achieve any meaningful results, the vision, mission and principles must be part of an overall strategic policy for the harbour and the harbour-front areas, and such a policy should be articulated. 2. The principles, when finalized, should be supported and approved by the Chief Executive in Council and adopted by all Government bodies, including the Town Planning Board, to ensure that they are adhered to. HEC should convey this message to Government at every opportunity, as this is a key requirement for the effective and efficient creation of a world-class harbour and harbour-front. 3. A transparent process for evaluating all existing and planned projects is necessary, and that this key element be added to the principle on stakeholder engagement, and as a core element of the revised Harbour Planning Mission. 4. Detailed guidelines for implementation of these principles are required. This work should be completed as a matter of urgency. 	<p>Proposals now presented to HEC have made reference to the Principles, while both Kai Tak and Wan Chai reviews also take the Principles into account. The Principles have already been applied and put into practice. The revised Principles will be further deliberated by the Sub-committee and HEC.</p> <p>The Principles have been disseminated to all Government bureaux, relevant departments and public organizations for application. They have already been put into practice in the planning and design process of projects.</p> <p>The Harbour Planning Mission and relevant principle have been revised to emphasize the need for an open and transparent public engagement process.</p> <p>The Task Group will consider specific guidelines upon concluding the consultation exercise on the Principles. A draft outline framework of the guidelines will be released in the 3rd quarter of 2006.</p>

	<p>5. The Harbour Planning Principles should be applied to all existing and all future developments around the harbour with an open mind to existing zoning and policy decision to date, and that piecemeal application will fail to deliver the required outcome.</p>	<p>HEC is examining land uses around the Harbour in the course of Harbour Plan Review, and the Principles will be applied in the district studies.</p>
<p>Town Planning Board 8 April 2005</p>	<p>1. The importance of the harbour was not derived from the harbour itself, but from its linkage with the hinterland, which made the harbour meaningful to the people. Both physical and visual access to and from the harbour should be emphasised.</p> <p>2. Back in 1999, TPB had developed its own vision statement for the Victoria Harbour which embodied principles similar to those proposed by HEC. It was appreciated that the principles were now set out in an explicit and comprehensive manner. However, since the TPB had its own statutory duties, whether all the 8 principles proposed by HEC would be adopted by the TPB would need to be further deliberated.</p>	<p>Agreed. The concern of access, both physical and visual, has been reflected in Principle 7 (formerly Principle 4).</p> <p>Being an independent statutory body, TPB will consider the Principles taking HEC's views into account whilst considering zoning and development proposals based on their individual merits. Comments from the Sub-committee on various proposals have been conveyed to the TPB for consideration. On-going dialogue between HEC and TPB would be maintained, and TPB will be engaged on harbour planning matters.</p>
<p>Real Estate Developers Association of Hong Kong (REDA) 3 August 2005</p>	<p>1. The status of approved outline zoning plans (OZPs) should be respected and any proposed changes to approved OZPs should be subject to the statutory process. From a practical standpoint, the Harbour Planning Principles are more relevant to the new planning areas, such as Central and Wan Chai waterfront, Kai Tak and West Kowloon, where the potential for improvement in planning is the greatest.</p> <p>2. In the urban built-up areas where the potential for improvement is rather limited, the land use reviews should be confined to the larger uncommitted government sites above a certain threshold, and 2 hectares would be reasonable starting point for this purpose.</p>	<p>The Harbour Plan Review Sub-committee at its meeting on 10.8.2005 agreed that both statutory plans in force and existing planning system must be respected throughout the development process. Given the importance of the Harbour Planning Principles in shaping the Harbour, the Sub-committee has requested both the Government and the TPB to embrace the Harbour Planning Principles in planning and reviewing land uses around the Harbour.</p>

		<p>In the review of harbourfront land uses and consideration of development proposals along the harbourfront, the Sub-committee would adopt a flexible and sensible approach, having regard to individual circumstances relevant to these proposals.</p>
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Title

Original Version – HARBOUR PLAN: VISION, MISSION & PLANNING PRINCIPLES

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Citizen Envisioning @ Harbour (CE@H) 22 February 2005	<u>VICTORIA HARBOUR PLAN:</u> VISION, MISSION & PLANNING PRINCIPLES	Agreed.

Recommended Revision – VICTORIA HARBOUR AND ITS WATERFRONT AREAS: VISION, MISSION AND PLANNING PRINCIPLES

Vision

Original Version – Harbour Plan: Vision

Victoria Harbour: A harbour for the people, a harbour of life.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
CE@H 22 February 2005	<p><u>Victoria Harbour Plan: Vision</u></p> <p><u>To enhance Victoria Harbour and the harbour-front areas into an attractive, vibrant, accessible and sustainable world class asset “A Harbour of Life” meeting the short term and long term needs of Hong Kong people and regional and international visitors.</u></p> <p>Victoria Harbour: A harbour for the people, a harbour of life</p>	Enhancing the harbour is an important objective. Specific goals previously set out in the ‘Mission’ statement have been included to strengthen the ‘Vision’ statement.

Recommended Revision – Victoria Harbour: Vision

To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life

Mission

Original Version – Harbour Plan: Mission

To transform Victoria Harbour and its harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	To transform Victoria Harbour and its <u>entire</u> harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset.	Enhancing the harbour is an important objective. Specific goals previously set out in the ‘Mission’ statement have been included in the ‘Vision’ statement.
CE@H 22 February 2005	<u>Victoria Harbour Plan: Mission</u> To transform Victoria Harbour <u>through an inclusive, open and transparent public engagement process, to take stock of our existing</u> Harbour and harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset. so that we can build on our <u>strengths and minimize our weaknesses and create a long term value for the community through effective and balanced utilization of marine and land resources giving regard to the following Harbour Planning Principles:</u>	Agreed. Text was revised to include the proposed elements. Yet, the suggested version is verbose. A more concise presentation is preferred.
Town Planning Board 8 April 2005	In the Harbour Planning Mission, the word “transform” was too negative, implying that the existing harbour-front areas were not attractive, vibrant, accessible or sustainable at all. In fact, many attractive spots could be found around the harbour. Other positive wording like “preserve”, “improve”, “enhance” or “conserve and transform, if necessary” should be considered.	Agreed. The word “transform” is replaced by “enhance”. Specific goals previously set out in the ‘Mission’ Statement have been included in the ‘Vision’ Statement.

Recommended Revision – Victoria Harbour: Mission

To realise the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process.

Introduction

Original Version – Harbour Plan: Planning Principles

The Harbour Planning Principles are a set of guidelines for all individuals and organisations in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas.

The principles are developed and monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<ol style="list-style-type: none"> 1. The Harbour Planning Principles are a set of guidelines for all individuals and organisations <u>and government agencies for</u> in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas. 2. The principles are developed and <u>will be</u> monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong. 	<p>“Organizations” refers inclusively to public, semi-public, and private organizations.</p> <p>The Principles are already being monitored, as an ongoing process, by the HEC since inception.</p>
CE@H 22 February 2005	<ol style="list-style-type: none"> 1. Suggest to add the following heading: <u>Towards an Integrated Harbour Plan for a “Living Harbour”</u> 2. <u>Preliminary Harbour Planning Principles</u> The <u>Preliminary</u> Harbour Planning Principles are a set of guidelines for all individuals and organisations <u>to facilitate</u> in the sustainable planning, development, and management <u>and maintenance</u> of Victoria Harbour, and the harbour-front areas The principles are developed and monitored by the Harbour front Enhancement Committee. that will need to be further developed with the input of the various stakeholders and the community. The principles are dynamic and may be changed to meet need to 	<p>The Principles should be the focus on its own right. Making reference to the “Integrated Harbour Plan” will confuse readers.</p> <p>The word ‘preliminary’ will confuse readers about the status of the Principles.</p> <p>‘Management’ has included, amongst other things, maintenance aspect.</p> <p>The role of HEC should be made clear at the introductory part of the text.</p>

	<p>be revisited to correspond with the <u>changing</u> future aspirations of the people of Hong Kong.</p>	<p>Public involvement has been incorporated as a principle.</p> <p>The suggested amendments are more related to the process of reviewing the principles, not the spirit of the principles. Hence, no amendment is proposed.</p>
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Recommended Revision – Harbour Planning Principles

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

Sequence of Principles

<u>Organisation</u>	<u>Comments</u>		<u>Responses</u>
Mr. Charles N Brooke 16 January 2005	In the present climate, suggest to advance Principle 8 (concerning stakeholder engagement) to Principle 2 on the list.		The sequence of the Principles has been re-arranged to put more emphasis on the importance of an early, open and transparent public engagement process, the principle of sustainability and the need of an integrated planning.
CE@H 22 February 2005	Original Principle Number	Proposed New Principle Number	Same as the above.
	7	2 (on sustainable development)	
	8	3 (on early stakeholder involvement)	
	6	4 (Integrated Planning)	
	2	5 (Harbour as Hong Kong's identity)	
	3	6 (on a vibrant harbour)	
	4	7 (on an accessible harbour)	
	5	8 (on maximizing opportunities for public enjoyment)	

Recommended Sequence

1. *Preserving Victoria Harbour*
2. *Stakeholder Engagement*
3. *Sustainable Development*
4. *Integrated Planning*
5. *Proactive Harbour Enhancement*
6. *Vibrant Harbour*
7. *Accessible Harbour*
8. *Public Enjoyment*

Principle 1

*Original Version – Preserving Victoria Harbour as a Natural, Public and Economic Asset
Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage, and a driver for the economy*

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p><u>Preserving and Enhancing</u> Victoria Harbour as a Natural, Public and Economic Asset</p> <p>The Victoria Harbour must be <u>preserved and enhanced</u> for Hong Kong people and visitors as a special public asset, a natural and cultural heritage <u>asset</u>, and a driver for the <u>creation of economic and social valueeconomy</u>.</p>	<p>The Principle aims to stress the importance of Harbour protection. Enhancement aspect has been reflected in other Principles.</p> <p>Text has been refined to emphasize and elaborate on ‘values’.</p>
CE@H 22 February 2005	<p><u>PreservEnhancing</u> Victoria Harbour as a Natural, Public and Economic Asset</p> <p>Victoria Harbour must be <u>enhanced preserved</u> for Hong Kong people and visitors as a significant <u>special</u> public asset, a natural and cultural heritage, and a driver for <u>sustainable development of the harbour and harbour-front areas the economy</u>.</p>	<p>Same as the above.</p>
Town Planning Board 8 April 2005	<ol style="list-style-type: none"> 1. According to Principle 1, the Victoria Harbour had to be preserved as, amongst others, a natural and cultural heritage. There was very little natural coastline in the harbour. 2. The idea of preserving Victoria Harbour as “a driver for the economy” should be further elaborated. 	<p>A holistic approach is adopted for harbour protection. Both man-made and natural coastline would be protected together with water bodies.</p> <p>Agreed. The phrase is further elaborated in the revised version.</p>

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

Principle 2

Original Version – Victoria Harbour as Hong Kong’s Identity

Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s “brand identity” to the international community.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>Victoria Harbour is as Hong Kong’s <u>Icon-Identity</u></p> <p>Planning, developing and managing Victoria Harbour must enhance the harbour and <u>the entire</u> harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s “brand identity” to the international community.</p>	<p>The meaning of identity is broader than ‘icon’, and to enhance the Harbour as Hong Kong’s identity is the Principle, not just as an ‘icon’. In the process of harbour planning, the Harbour and its harbour-front areas are already treated as one entity, and therefore the word ‘entire’ is considered unnecessary.</p>
CE@H 22 February 2005	<p><u>Principle 25</u> – <u>An Imageable Victoria Harbour as Hong Kong’s New Identity</u></p> <p><u>Creating Victoria Harbour as Hong Kong’s symbol of urban design excellence and new “brand identity”, transforming Hong Kong’s current image as a dynamic high density compact city that focuses on functionality and economic gain into an environmentally sustainable city memorable for Hong Kong people for current and future generations as well as to the international and regional tourists.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The proposed statement includes specific value judgment on current function of the Harbour. To avoid misleading readers, the original text is retained.</p> <p>The concept of sustainable development has been reflected in other Principles.</p>

Recommended Revision – Proactive Harbour Enhancement (Principle 5)

The planning, developing and management of Victoria Harbour must proactively enhance the Harbour and its harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s “brand identity” to the international community.

Principle 3

Original Version – A Vibrant Harbour

Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>A Vibrant <u>Unified</u> Harbour</p> <p>Balancing the harbour is <u>both</u> as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as <u>and</u> a culture and leisure facility catering to the aspirations of all sectors of the community;. <u>This</u> requires a diverse, attractive and vibrant harbour-front areas and <u>with</u> a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.</p>	<p>The word ‘unified’ is not understood and the meaning is not clear. The original text is more direct and comprehensible.</p> <p>The original text highlights the importance of “balancing different competing uses”, such concept is considered essential and therefore the original text is retained.</p>
CE@H 22 February 2005	<p>Principle <u>36</u> – A Vibrant Harbour</p> <p>Planning, designing, developing, managing and maintaining Victoria Harbour Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, <u>balanced</u> with a <u>vibrant and attractive</u> the harbour and <u>harbour-front areas</u> as a culture, <u>recreation</u> and leisure facility catering to the aspirations of all sectors of the community <u>with</u> requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.</p>	<p>The sequence of the Principles has been re-arranged.</p> <p>Long listing of functions or activities is considered not necessary.</p> <p>Further elaboration could be considered in the process of preparing detailed harbour planning guidelines.</p>

Recommended Revision – Vibrant Harbour (Principle 6)

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

Principle 4

Original Version – An Accessible Harbour

Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	Victoria Harbour must integrate with the hinterland in a comprehensive manner, including with ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas <u>without compromising its uniqueness.</u>	Harbour areas should be unique as well as encompassing diversity. In view of this, the original text which is more inclusive will be retained.
CE@H 22 February 2005	<p><u>Principle 47 – An Accessible Harbour for All</u></p> <p>Victoria Harbour <u>and the harbour-front areas</u> must integrate with the hinterland in a comprehensive manner <u>with the various districts along the harbour</u>, including ample unrestricted and convenient <u>barrier-free</u> visual and physical access to and along <u>the harbour</u> it as well as around the harbour-front areas.</p>	<p>The sequence of the Principles has been re-arranged.</p> <p>All Principles are people-oriented to guide development and serve the community as a whole. The suggested words “for all” is superfluous.</p> <p>The statement refers to integration between water body and land, and therefore, it is unnecessary to add the words ‘harbour-front areas’.</p> <p>The original text has already embedded the meaning of “various districts” and “barrier-free”.</p> <p>The words ‘the harbour’ will be included.</p>

Town Planning Board 8 April 2005	In visual terms, the view from the harbour to the land was equally important as the view from the land to the harbour. The name of Victoria Harbour would become meaningless if people's view to Mt. Victoria from the harbour was blocked by high-rise buildings.	Agreed. Visual link refers to sight and scene from both directions, from and towards the harbour.
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Recommended Revision – Accessible Harbour (Principle 7)

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

Principle 5

Original Version – Maximizing Opportunities for Public Enjoyment

With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with these planning principles should be minimized.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>Harbour Business Forum 20 July 2005</p>	<p><u>A Public Asset</u></p> <p><u>The planning and development of the Harbour and its harbour-front should maximize opportunities for public enjoyment. The impact of transport infrastructure, utilities and land uses incompatible with these planning principles should be minimized.</u></p>	<p>The heading is refined to read ‘Public Enjoyment’ for greater clarity and the actual spirit of this Principle.</p> <p>The proposed text covers a wider spectrum and provides a better understanding about the spirit of the Principle. The proposed text will be adopted and refined.</p>
<p>The Chartered Institute of Logistics and Transport in Hong Kong 23 March 2005</p>	<p>The word “minimized” somewhat negatively to the needs in transport perspective. Propose to revise to:</p> <p><u>The spirit is to return the Harbour to the people. Harbour-front area should be used to the maximum extent for activities and facilities enjoyed by the people.</u></p>	<p>The Principle will be revised as stated above.</p>
<p>CE@H 22 February 2005</p>	<p>Principle 58 – Maximizing Opportunities for Public Enjoyment</p> <p>With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with the these planning principles should be minimized. <u>aspirations of Hong Kong people for an imageable, vibrant and accessible harbour should be minimized so that opportunities for land and marine based active and passive year round activities for public enjoyment of all, can be maximized for a well planned, designed, managed and maintained Harbour and harbour-front areas.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The word “transport” will be deleted as suggested. However, further elaboration on ‘aspirations of Hong Kong people’ as suggested is considered unnecessary, only making the presentation of the Principle clumsy.</p>

Recommended Revision – Public Enjoyment (Principle 8)

The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure development, utility installation and land uses incompatible with the harbour planning principles should be minimized.

Principle 6

Original Version – Integrated Planning for a World-class Harbour

Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong’s economic pillars and the aspirations of Hong Kong’s people.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required <u>essential to ensure the Harbour and the harbour-front support and enhance the economic, environmental and social aspirations of Hong Kong.</u> that Victoria Harbour and its harbour front areas support Hong Kong’s economic pillars and the aspirations of Hong Kong’s people.	The proposed text, which broaden the scope of concern to include environmental and social dimensions, will be adopted.
CE@H 22 February 2005	<p><u>Principle 64 – Good Governance for an Integrated Planning for a World-class Harbour</u></p> <p>Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong’s <u>social, environmental and economic pillars through an open, inclusive and transparent form of governance that not only needs to consider the “overriding public need” but more importantly meets the aspirations of Hong Kong’s people.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The Principle focuses on ‘integrated planning for a world-class harbour’. Whilst administrative aspects and governance is one of the means to achieve this, it is not the spirit of the Principle. These may be considered in the context of harbour planning guidelines.</p> <p>The need for an open and transparent public engagement process has been included in other Principles.</p>

Recommended Revision – Integrated Planning (Principle 4)

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

Principle 7

Original Version – Sustainable Development for the Harbour

The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>Sustainable Development for the Harbour</p> <p>The planning, development and management of Victoria the Harbour and its harbour-front areas should embrace the principles of sustainable development <u>to cater for</u>, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.</p>	‘Balancing’ and ‘Catering’ are two separate but essential components, therefore, the original text will be retained with minor refinement.
CE@H 22 February 2005	Suggest to re-numbered to Principle 2.	The sequence of the Principles has been re-arranged.

Recommended Revision - Sustainable Development (Principle 3)

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

Principle 8

Original Version - Early and Ongoing Stakeholder Engagement

All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>Early and Ongoing Stakeholder Engagement</p> <p>All sectors of the community must be engaged at an <u>early stage</u> in the planning, development and management of Victoria the Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.</p>	<p>Title to be revised as suggested.</p> <p>The process could be elaborated, where necessary, in the course of preparing harbour planning guidelines.</p>
CE@H 22 February 2005	<p><u>Principle 83 – Early, Ongoing Inclusive, Open and Transparent Multi-Stakeholder Engagement</u></p> <p><u>Championing multi-stakeholder engagement, through an inclusive, open and transparent participatory process</u> All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, <u>achieved through a comprehensive consensus building processes involving relevant institutions and multi-stakeholders through ongoing community empowerment supported by quality information, good science and professional input to ensure a fair and meaningful engagement process to create a sense of ownership and belonging.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The suggested amendment is too verbose to enable readers to grasp the essence of the Principle. The original version is more succinct and will be refined on that basis.</p> <p>Procedures and guidelines on public engagement process could be developed at the next stage.</p>

Recommended Revision - Stakeholder Engagement (Principle 2)

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

Other Comments

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>CE@H 22 February 2005</p>	<p>Suggest to add the following principles:</p> <p><u>Principle 9 – Minimal Reclamation for Enhancement of Harbour-front uses to meet public aspirations</u></p> <p><u>Minimal reclamation shall only be used for enhancement of Harbour-front uses that meets an overriding public need but more importantly meets the aspirations of Hong Kong people.</u></p> <p><u>Principle 10 – Sustainably Regenerating Existing Harbour and Harbour-front Uses</u></p> <p><u>Assessing the current uses of the harbour and the harbour-front areas with the Harbour Planning Principles to transform Victoria Harbour into a vibrant, attractive and accessible world class asset by encouraging regeneration of the harbour and harbour-front areas involving the possible relocation of certain incompatible land and marine uses and redesigning existing Harbour and harbour-front areas with a people oriented urban design approach before considering any form of future minimal reclamation.</u></p> <p><u>Additionally all current and future plans for the Harbour and harbour-front areas should also be evaluated and future development monitored against the Harbour Planning Principles through a legitimate mechanism to be developed and endorsed by the Harbour-front Enhancement Committee.</u></p>	<p>Harbour protection has been embodied in the Principles, and also governed by the legislation. Further elaboration is considered unnecessary. Nonetheless, guidelines will be prepared by the Task Group for harbour enhancement. Therefore, it is not suggested to include this as a principle.</p> <p>Harbour enhancement, sustainable development, promoting vibrancy, monitoring, etc have already been included and embodied in the Principles (e.g. revised Principles 2, 3, 5, 6, etc).</p> <p>Detailed process can be considered in the course of preparing harbour planning guidelines. Therefore, it is not suggested to include this as a principle.</p>

Mr. Kim Chan, Hong Kong Institute of Planners 30 March 2005	Comments focus on the wording of the Chinese Version.	Comments will be taken into account in the translation of the English version.
Harbour Business Forum 20 July 2005	It should be clearly indicated that the long text is the actual principle, and not the short headlines.	Both the headline and the text are integral part of the Principles, and the Principles are specifically associated with the full text instead of the headings.

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