

## **Harbour-front Enhancement Committee**

### **Draft Harbour Planning Guidelines**

#### **Purpose**

Members are invited to -

- (a) comment on the draft Harbour Planning Guidelines (HPGs) at **Appendix**; and
- (b) agree to adopt the HPGs as a working draft for further consultation with other relevant stakeholders.

#### **Background**

2. On 26 May 2005, the Harbour-front Enhancement Committee (HEC) agreed to the two-tier approach to review the Harbour Plan, which comprised the formulation of a revised Integrated Harbour Planning Framework and a series of review studies covering different districts around the Harbour. To guide the formulation of a revised Harbour Planning Framework, a set of Harbour Planning Principles (HPPs) has been prepared, which was first endorsed by the HEC on 13 January 2005 with the latest update endorsed by the HEC on 27 April 2006.

3. The HPPs focus mainly on broad principles and are rather abstract and conceptual. To enable relevant stakeholders and members of the public to better understand the intentions and requirements of the HPPs, it is considered necessary to establish more specific guidelines to guide the sustainable planning, preservation, development and management of the Victoria Harbour and the harbour-front areas.

4. The Task Group on HPPs established under the Sub-committee on Harbour Plan Review (HPR Sub-committee) held a number of meetings between July and October 2006 to discuss the approach, programme and drafting of the

HPGs. A set of draft HPGs was then drawn up under the guidance of the Task Group. On 22 November 2006, the HPR Sub-committee considered the draft HPGs and agreed to circulate them to HEC members who should be invited to collect the views of their respective organizations/professional institutions prior to discussion of the draft HPGs (**Appendix**) at the current HEC meeting. On 24 November 2006, the draft HPGs were circulated to HEC for comment accordingly.

### **Draft Harbour Planning Guidelines**

5. The draft HPGs are general and advisory in nature. Due to the broad scope of the HPGs and different roles and functions of the harbour-front areas in different locality, the application of the HPGs to individual harbour-front sites will depend on the characteristics of the site and the circumstances pertaining to it. Whilst the HEC and its Sub-committees will make reference to the HPGs in considering and advising on development proposals in and around the Victoria Harbour, individual project proponents are encouraged to take initiative to comply with the HPGs as far as possible.

6. To enhance easy understanding, the HPGs are grouped under nine aspects, namely, land formation, public engagement, land use planning, urban design, landscaping, physical linkage, harbour-front management, sustainable development and temporary land uses. While some of the guidelines may be specifically targeted at achieving a particular principle of the HPPs, many of them would comply with a multiple of principles. The relationship between the HPGs and the HPPs is depicted in the matrix at **Annex III** to the draft HPGs at **Appendix**.

7. In formulating the HPGs, reference has been made to the following -

- (a) the Hong Kong Planning Standards and Guidelines, particularly Chapter 11 on Urban Design Guidelines;
- (b) comments received previously during consultation of the HPPs relating to its implementation, such as the procedures and guidelines on public engagement process, the types of land and marine uses to be located within or relocated outside the Harbour and the administrative aspects of planning and development of the Harbour;

- (c) concerns and views expressed by the HEC in the past years on various issues relating to harbour-front developments, such as the HEC motion on “Temporary Land Use and Quick-win Enhancement Strategies” and the views on the public engagement processes undertaken for the Wan Chai Development Phase II Review, Kai Tak Planning Review as well as Central Harbourfront and Me public participatory programme; and
- (d) comments and suggestions from concerned Government bureaux/departments.

### **Way Forward**

8. Subject to any comments/suggestions from Members or their respective organizations/professional institutions, the draft HPGs will be widely issued to relevant stakeholders such as the Town Planning Board, District Councils, quasi-Government bodies and utility companies for consultation until end April 2007. The draft HPGs will also be made available through the HEC website. Any interested parties are invited to send in their comments. Briefing/discussion sessions will be arranged if required.

9. Thereafter, in the light of the comments received, if any, the draft HPGs will be revised, where appropriate, and will be submitted to the HEC for final endorsement in May/June 2007 prior to their promulgation to the public.

### **Advice Sought**

10. Members are invited to -
- (a) comment on the draft HPGs at **Appendix**; and
  - (b) agree to adopt the draft HPGs, subject to any comments/suggestions made by Members or their respective organizations/professional institutions, as a working draft for further consultation with relevant stakeholders.

# *Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas*



Harbour-front Enhancement Committee  
Sub-Committee on Harbour Plan Review

## Contents

1.	Introduction	1
2.	Harbour Planning Guidelines	2
	∞ Land Formation	3
	∞ Public Engagement	3
	∞ Land Use Planning	5
	∞ Urban Design	10
	∞ Landscaping	14
	∞ Physical Linkage	15
	∞ Harbour-front Management	17
	∞ Sustainable Development	17
	∞ Temporary Land Uses	18

### ***Annexes***

<i>Annex I</i>	<i>Harbour Planning Principles</i>
<i>Annex II</i>	<i>Victoria Harbour &amp; its Harbour-front Areas</i>
<i>Annex III</i>	<i>Relationship between the Harbour Planning Guidelines and Harbour Planning Principles</i>

### ***References / Sources of Illustrations***

*Hong Kong Planning Standards and Guidelines, Planning Department*

*Urban Design Guidelines for Hong Kong, Planning Department (November 2002)*

*Planning Study on the Harbour and its Waterfront Areas, Hong Kong Tourism Board and Planning Department (February 2003)*

*The New Central Harbourfront, Housing, Planning and Lands Bureau and Planning Department (May 2006)*

*Kai Tak Planning Review – Stage 3 Public Participation, Planning Department (June 2006)*

*Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas – Public Engagement Digest, HEC Sub-committee on Wan Chai Development Phase II Review (October 2006)*

**(Draft)**  
**HARBOUR PLANNING GUIDELINES FOR**  
**VICTORIA HARBOUR AND ITS HARBOUR-FRONT AREAS**

## **1. Introduction**

1.1 The Harbour-front Enhancement Committee (HEC) has endorsed a set of Harbour Planning Principles (HPPs), which serves as a framework for all individuals and organizations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas. The HPPs which comprise a vision and a mission statement and eight principles are at **Annex I**.

1.2 The purpose of the Harbour Planning Guidelines (the Guidelines) is to elaborate in more details the intentions and requirements of the HPPs and to provide a comprehensive checklist type of manual for use by relevant stakeholders, such as individual project proponents, public officers, advisory bodies, professional bodies and the like, to guide the sustainable planning, preservation, development and management of the Victoria Harbour and its harbour-front areas<sup>(1)</sup>.



**Figure 1 Our vision is to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset**

1.3 Being an advisory body of the Government, the HEC and its Sub-committees will make reference to the Guidelines in considering and advising on development proposals in and around the Victoria Harbour. While the Guidelines are monitored by the HEC and its Sub-committees, individual project proponents are encouraged to comply with the Guidelines as far as possible and practicable.

---

<sup>(1)</sup> For the avoidance of doubt, the boundaries of the Victoria Harbour and the inner core of the Victoria Harbour referred to in the Guidelines are set out at **Annex II**. The extent of the harbour-front areas is also delineated for indicative purpose. However, any development falls outside the extent shown on the plan but may have significant impacts on the Victoria Harbour should also observe the requirements and recommendations of the Guidelines.

1.4 Whilst the intention is to elaborate the HPPs, the Guidelines will, in most circumstances, still be generalized rather than specific in restrictions in order to allow sufficient flexibility to enable detailed planning to proceed under different circumstances, so as to achieve a positive, effective and balanced utilization of land and marine resources. Should any proposed development deviate significantly from the general intention of the Guidelines, the project proponent is encouraged to provide sufficient justifications and undertake detailed assessments to substantiate their proposal.

1.5 Given the broad scope of the Guidelines and different roles and functions of the harbour-front areas in different locality, the applicability of the Guidelines to individual harbourfront site will depend on the characteristics of the site and the circumstances pertaining to it. Moreover, the requirements contained in the Guidelines are by no means exhaustive in respect of fulfilling the HPPs. Initiatives from individual project proponents to identify measures to comply with the HPPs are mostly welcome.



**Figure 2 Harbour-front areas have different roles and functions**

1.6 Individual project proponents are encouraged to consult the HEC or its Sub-committees on harbour-front projects. They can approach the respective Secretariats for assistance. The contact telephone number and address of the Secretariats can be found at the HEC's website [www.harbourfront.org.hk](http://www.harbourfront.org.hk).

## **2. Harbour Planning Guidelines**

2.1 To make the Guidelines easy to understand and user-friendly, the Guidelines are grouped under nine aspects, namely, land formation, public engagement, land use planning, urban design, landscaping, physical linkage, harbour-front management, sustainable development and temporary land uses. While some of the guidelines may be specifically targeted at achieving a particular principle of the HPPs, many of them would comply a multiple of principles. The relationship between the Guidelines and the HPPs

is depicted in the matrix at **Annex III**.

2.2 The Guidelines are set out below:

### ***Land Formation***

- (a) To accord with the judgement of the Court of Final Appeal on the interpretation of the Protection of the Harbour Ordinance, Cap. 531, there shall not be any reclamation in Victoria Harbour unless the project proponent can demonstrate that there is an overriding public need for reclamation. Such public need would include the economic, environmental and social needs of the community and it must be a compelling and present need with no reasonable alternative to reclamation.



**Figure 3 Any further reclamation in the Victoria Harbour must satisfy the overriding public need test**

- (b) The extent of reclamation should not go beyond the minimum of that which is required by the overriding public need and each area proposed to be reclaimed must be justified.

### ***Public Engagement***

- (a) The form, level and detail of the public engagement exercise should be commensurate with the different nature and scale of the proposed land use planning and development proposals. Project proponents, no matter what type and scale of development proposals, are always encouraged to carry out public engagement at an early stage of the project planning process.
- (b) For large-scale public projects in the harbour-front with a site area of 20 hectares or above or projects involving reclamation initiated by the Government, a comprehensive public engagement programme should be formulated to gauge views of the public on these projects. The programme could include different types of public participatory activities such as forum, exhibition or survey with a view to outreaching to the public and facilitating collection of public views.



Public views including those of HEC should be solicited at an early stage before formulation of detailed proposal. Adequate and quality information on the constraints and opportunities should be presented to the public. Setting up of a dedicated website is encouraged to disseminate information to the public more readily and to enhance communication. If the issues involved are complex in nature, the public could be engaged throughout the development process including envisioning, option formulation, selection and finalization.



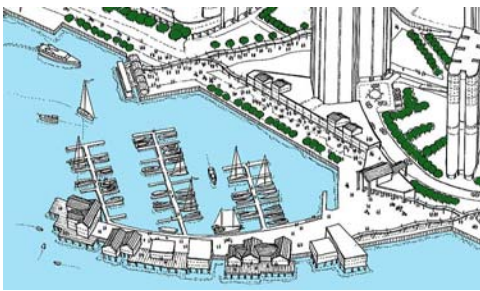
**Figure 4 Kai Tak Planning Review has gone through a comprehensive public engagement process**  
(Source: Kai Tak Planning Review)

- (c) For private development proposals or small-scale public projects in and around the Harbour, which will result in a change of land use or increase in development intensity and/or building height of site(s), the HEC and relevant stakeholders should be consulted at an early stage prior to decision making of the relevant approving authority, such that their views can be taken into account in refining the proposal or be conveyed to the approving authority. In addition to the public consultation requirement under the existing statutory mechanism, the applicant or project proponent is encouraged to take a proactive approach to consult HEC and relevant stakeholders.
  
- (d) In carrying out public engagement, project proponent should take the opportunity to promote public awareness of the requirements encompassed in the Guidelines. Sufficient information and appropriate consultation materials such as physical model, photomontages and computer renderings should be made available to explain the development proposals.

## ***Land Use Planning***

### Diversity of Land Uses

- (a) Land uses to promote vibrancy and diversity and to enhance public enjoyment such as open space, retail, dining, recreation (including marine-based recreation), leisure, cultural and tourism-related facilities are encouraged to be developed along the harbour-front areas. When opportunities arise, existing land uses in the harbour-front areas should be reviewed with a view to promoting the above purposes.



**Figure 5 Diverse and active harbour-front uses**  
(Source: HKPSG)



**Figure 6 Vibrant waterfront of Baltimore**  
(Source: *Planning Study on the Harbour and its Waterfront Areas*)

- (b) To allow for the safe and efficient passage of people and goods, provisions for maritime and logistics facilities within the Harbour should be facilitated. However, land uses including public cargo working areas, typhoon shelters and maintenance depots, though economically vital to Hong Kong but not conducive to promote public enjoyment, should be relocated outside the inner core of the Victoria Harbour when opportunities arise.
- (c) Other land uses which cater for the economic, social and environmental needs of the society should be encouraged where appropriate so as to achieve a balanced mix of land uses in the harbour-front areas.
- (d) Where the planned development intensity and land uses of uncommitted sites in the harbour-front areas are not fully in compliance with the HPPs, they should be reviewed when opportunities arise having regard to the HPPs and the public aspiration.

Recreation and Leisure Uses

- (e) Public space for recreation and leisure uses should be created as much as possible.



**Figure 7 Waterfront public space for recreation and leisure uses**  
(Source: Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas)



- (f) Passive recreation and leisure activities can be facilitated where practical.

**Figure 8 Jogging track along the waterfront**  
(Source: Planning Study on the Harbour and its Waterfront Areas)

- (g) Where feasible, marine-based recreation activities within the Victoria Harbour could be considered, provided that these activities would not compromise the provision of marine-transport such as ferry services nor adversely affect the navigational safety and efficiency of the Harbour.



**Figure 9 Sailing within Victoria Harbour**  
(Source: HEC)

## Open Space

(h) Opportunities could be sought to connect open space in the inland to the waterfront so as to increase visual and physical permeability and help create a sustainable network of linked open space.



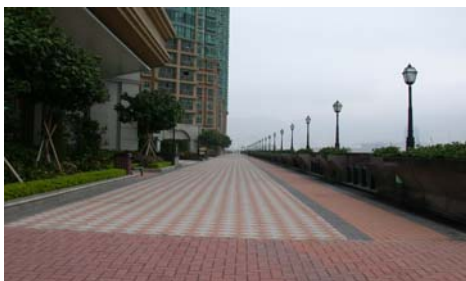
**Figure 10** An integrated design of waterfront open space  
(Source: *The New Central Harbourfront*)

(i) Waterfront open space could be planned to integrate with adjacent waterfront promenades, ferry piers/landing steps and supporting retail/dining facilities to create a focal point and informal public gathering place for both local residents and tourists or for hosting cultural and social events.



**Figure 11** A waterfront promenade with retail and dining facilities  
(Source: *Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas*)

(j) A continuous waterfront promenade of adequate width to accommodate such leisure activities as strolling and jogging, pedestrian circulation, street furniture, tree planting and landscaping and additionally to allow reserves for utility installations should be provided, where practicable, along the harbour-front. Where the width of waterfront promenade permits and local circumstances consider appropriate, provision of cycling track and associated facilities are encouraged.



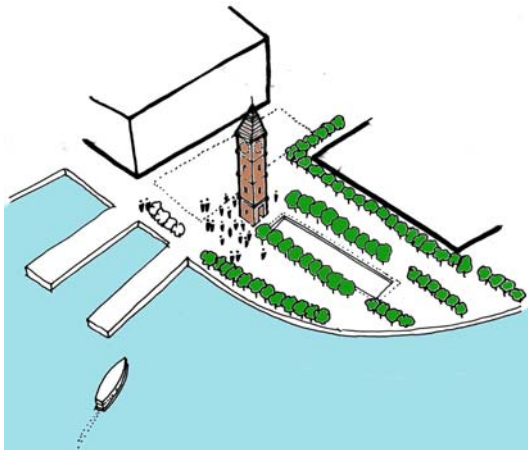
**Figure 12** Continuous waterfront promenade in Hung Hom



**Figure 13** Tsim Sha Tsui waterfront promenade

(k) Use of sites for temporary public open space purpose pending permanent development is encouraged so as to maximize opportunities for public enjoyment.

- (l) Focal features should be provided in open space and public realm to achieve identity and define signature place.



(Source: HKPSG)

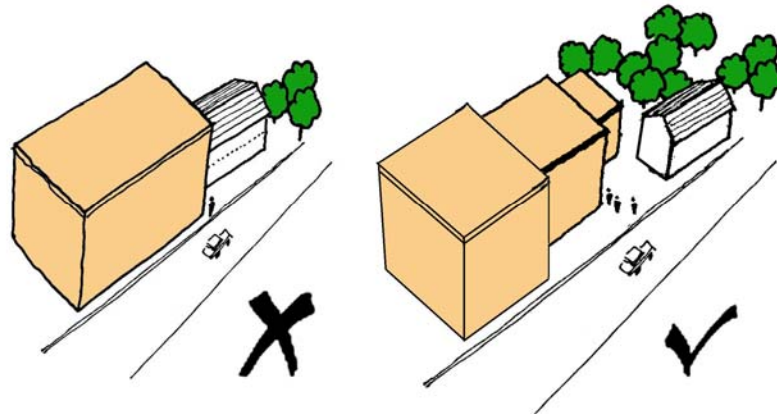


**Figure 14 Provision of focal features in open space**

- (m) New development or redevelopment sites including temporary use of land or developments along the harbour-front could be set back to allow for the provision of a waterfront promenade. For those uses or developments having difficulties or impossible to set back from the waterfront due to operational reasons e.g. uses require direct uninterrupted marine access, provision for a convenient passageway around the site to facilitate pedestrian movement along the waterfront could be considered as an alternative.

### Cultural Heritage

- (n) Buildings/structures, areas or places within the Harbour or along the harbour-front, which are of historic interest or cultural values in relation to the Victoria Harbour e.g. the floating Tin Hau Temple in Causeway Bay Typhoon Shelter are encouraged to be preserved by various means. Appropriate signage to identify the location of and plaque to commemorate these heritage features could be considered.
- (o) Development or redevelopment of the areas surrounding the features of historic and cultural values should create a suitable setting compatible in nature and scale with these heritage features.
- (p) Provision of activities which conserve and sustain the cultural heritage at the waterfront is encouraged. Recreation activities with cultural values e.g. heritage walking trail along the harbour-front and leisure boat ride could be considered.



**Figure 15 Suitable and compatible setting for heritage features**  
(Source: HKPSG)

### Utility Installations

- (q) Infrastructure facilities and utility installations located in the harbour-front areas should be planned and designed in such a way that the affected areas would be minimized during their construction, operation and maintenance. Consideration could be given to providing communal facilities e.g. common utility duct, which will have a lesser space requirement compared with the aggregate total for individual facilities.



(Source: Drainage Services Department)

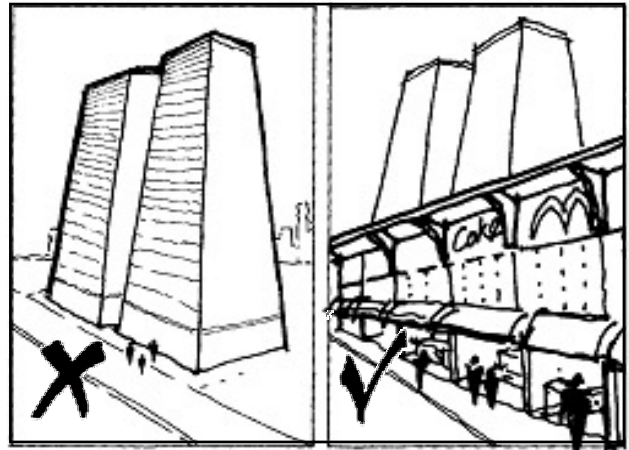
**Figure 16 Proposed Sheung Wan stormwater pumping station along the harbour-front to include landscaping works**

- (r) Careful consideration should be given in the design and construction of underground facilities to reduce flooding risk arising from storm or heavy rainfall in the harbour-front areas.

## Urban Design

### Development Density

- (a) Developments fronting directly onto the Victoria Harbour should adopt a lower development density to provide a human scale environment<sup>(2)</sup>, which is commensurate with the waterfront setting.



▲ Figure 17 Preferable lower density and human scale development along the waterfront  
(Source: HKPSG)



◀ Figure 18 Hong Kong Convention and Exhibition Centre commensurate with Wan Chai waterfront setting

### Building Height

- (b) Developments within and around the harbour-front areas should generally adopt a gradation of height profile with building height descending towards the Harbour to avoid dominating the harbour and to increase permeability to the water body.
- (c) Diversity in building mass and varying building heights along the harbour-front are encouraged to promote visual interest and create an interesting harbour image.

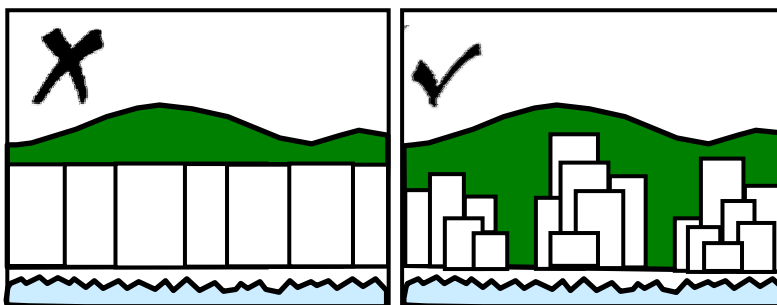


Figure 19  
Descending and varying building height profile along the waterfront is encouraged

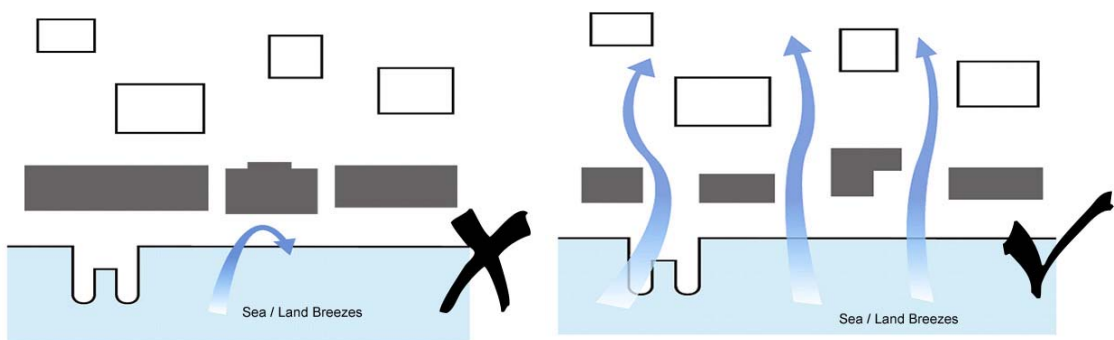
<sup>(2)</sup> Buildings and spaces are built for people. The elements of the city, buildings and space should bear a certain relationship to human proportion and to facilitate easy usage, interaction and perception by the users.

### Landmark

- (d) Victoria Harbour in itself is an important landmark, its setting and character should be preserved. Excessively tall built developments along the waterfront which may adversely affect the image of the harbour or its setting on the argument of landmark building would be undesirable.

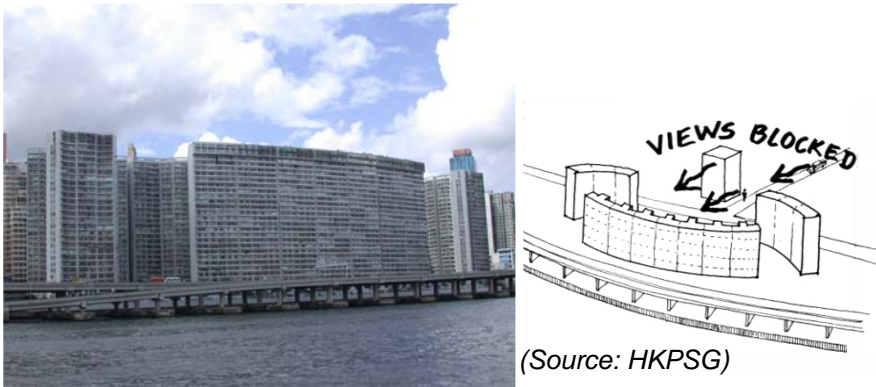
### Permeability

- (e) Building mass of appropriate height, disposition and orientation should be carefully articulated to allow visual permeability, and openings/voids should be introduced between and within buildings to frame waterfront views.
- (f) Waterfront buildings should be of small footprint and avoid using podium as far as possible to avoid creating an impermeable “wall” along the harbour-front and hindering air ventilation.
- (g) Project proponents of waterfront developments with lot frontage exceeding 100 metres in length are encouraged to carry out an air ventilation assessment to assess the impacts of the proposed developments on air ventilation before implementation and to improve the design of the developments with a view to minimizing such impacts.



**Figure 20 Recommended small footprint of waterfront buildings**  
(Source: HKPSG)



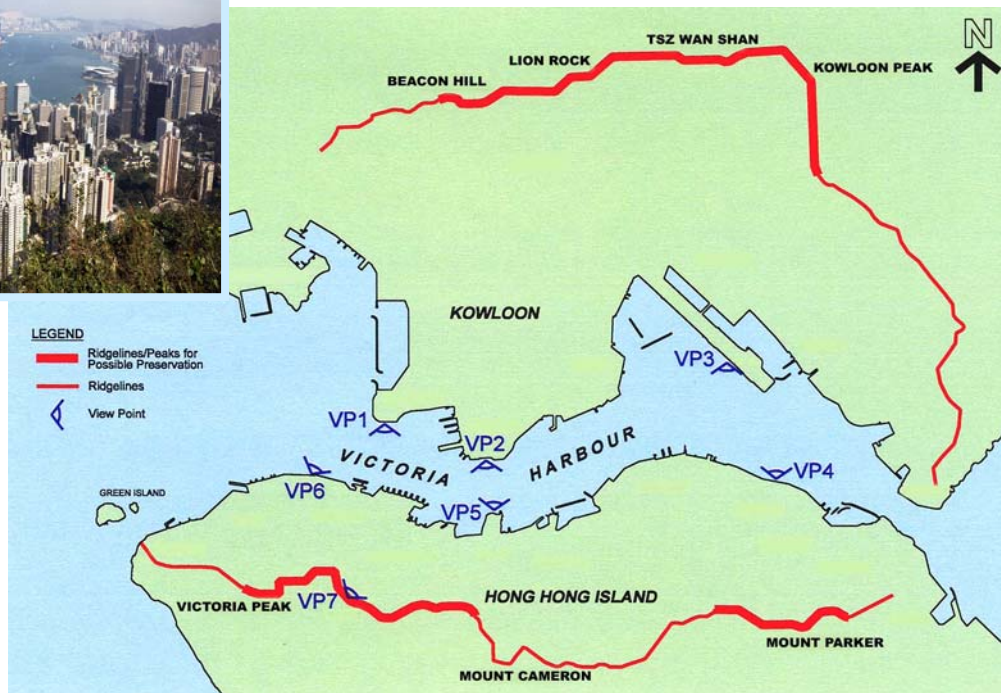


**Figure 21** Wall-type development hinders air movement and reduces permeability

- (h) The disposition of buildings, open space, public realm and pedestrian network should be carefully arranged to allow view corridors to preserve views to and from the harbour/ridgelines/peaks/famous tourist spots/other important visual resources and to allow breezeway and air paths to enhance air circulation. Views from the Lion Pavilion at Victoria Peak to the Victoria Harbour should also be preserved without reducing the visible water surface area.



◀ **Figure 22** Existing harbour views from the Peak (VP7)



▲ **Figure 23** Views between ridgelines / Peaks and major vantage points along the Harbour should be preserved as far as possible (Source: modified from Urban Design Guidelines for Hong Kong)



**Figure 24 Preservation of view corridors and breezeways**  
(Source: HKPSG)

### Streetscape Design

- (i) Active street frontage with various street activities such as shop fronts, bars and cafes are encouraged along the harbour-front to integrate with the pedestrian promenades with a view to adding life and vitality to the Harbour. Mechanical plant rooms or blank wall should be avoided on these frontages or, if unavoidable, appropriate beautification or landscaping measures should be incorporated to mitigate their adverse visual impacts.



**Figure 25 Active street frontage and activities along the harbour-front**  
(Source: Kai Tak Planning Review)

- (j) High quality street furniture, paving and public art/sculptures could be provided at selected locations to highlight the design theme or special character of the locality. Street furniture that may hinder pedestrian flow e.g. vertical posts should be kept to a minimum.



**Figure 26 High quality streetscape design**

- (k) Decorative road lighting shall be adopted for matching with the theme of the harbour-front areas and shall harmonize with other street furniture of the locality. Special lighting features could be considered for the harbour-front areas, provided that traffic and navigational safety are not compromised.



**Figure 27 Special lighting effect for the harbour-front**

(Source: Harbour-front Enhancement Review – Wan chai, Causeway Bay and Adjoining Areas)

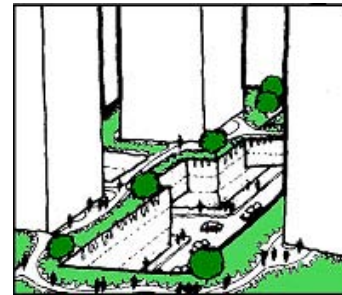
### **Landscaping**

- (a) Areas along both sides of the Victoria Harbour should be landscaped to optimize greening effect to the harbour-front areas. Both permanent and temporary landscaping, preferably with trees planting into the ground (without planters and can be transplanted in other locations, if required) and lawn, are encouraged to improve amenity and permeability. Caution should however be given to the design such that they will not affect pedestrian flow and create barriers to public access to the harbour-front.
- (b) Planting species should be carefully considered, taking into account the local characteristics, salty and windy environment of the coastal areas and soil conditions of the particular location. Examples of tree species which can tolerate salt sprays in the air and strong wind include *Ficus microcarpa*, *Hibiscus tiliaceus*, *Melaleuca quinquenervia*, *Plumeria rubra* and *Roystonea regia*. Examples of flowering species which are tolerant of coastal stresses and can display attractive flowers include *Koelreuteria bipinnata* (Golden Rain Tree), *Pongamia pinnata* (Ponga Oil Tree), *Melia azedarach* (Persian Lilac), *Callistemon viminalis* (Weeping Bottlebrush), *Cassia fistula* (Golden Shower) and *Cassia javanica* var. *indochinensis* (Pink and White Shower).
- (c) Thematic plantings to create identity or enhance the sense of place should be considered.
- (d) Hard surface paving should be reduced, and sunshades and vegetation should be maximized in order to improve microclimate and provide thermal comfort. Provision of adequate, comfortable, shaded areas for sitting out are encouraged, including benches or seating integrated into the seawall design.

- (e) Appropriate treatment such as provision of greening on roof or podium level of the buildings is desirable.



**Figure 28 Rooftop garden of Pier 2, Central**



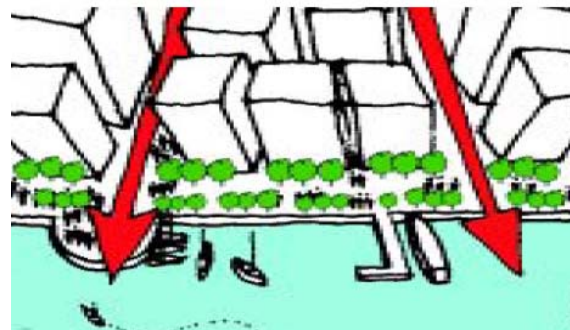
**Figure 29 Greening on podium level**  
(Source: HKPSG)

- (f) Landscaping schemes should form part of development for all proposed developments along the waterfront. In cases of major development schemes, a greening strategy or landscaping proposals setting out the location, composition and type of plants to be employed should be provided. Appropriate conditions could be included under the lease or land grant of individual developments along the Harbour to require the submission of landscaping proposals to the satisfaction of the approving authority.

***Physical Linkage***

- (a) A traffic-free environment along the harbour-front is encouraged. Vehicular circulation, service entrances, pick-up/set-down facilities and car parking access could be confined to landward side of waterfront developments and scaled to allow “pedestrian preferential” movements to promote ease of access to the waterfront.

- (b) The provision of a continuous pedestrian at-grade access along the waterfront is encouraged. Where the presence of existing developments/structures or local circumstances make such provision impossible, a convenient alternative passageway could be considered to allow seamless pedestrian movement along the harbour-front.

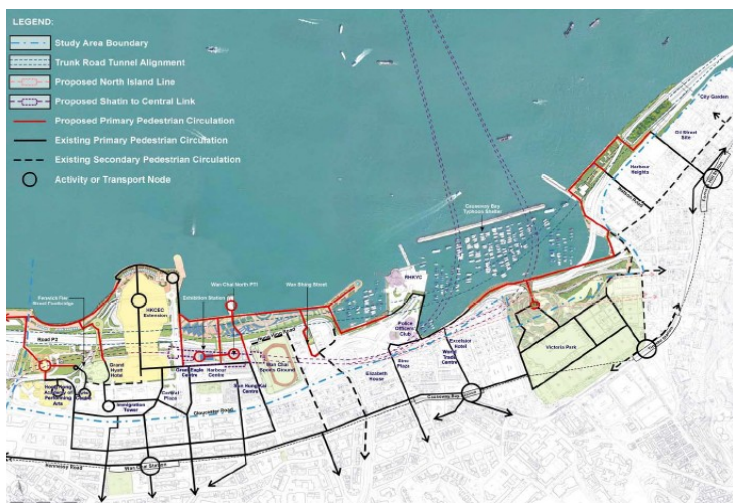


**Figure 30 Maximizing the accessibility to the harbour-front**  
(Source: HKPSG)

- (c) The harbour-front should be within easy reach of the general public. An integrated planning of transport infrastructure including marine-transport is encouraged to enhance accessibility and connectivity of the harbour-front areas.
- (d) Pedestrian linkage in the form of elevated footbridge, underpass and at-grade crossing should be provided to create a direct and safe access to the waterfront. In order to provide a user friendly and pleasant pedestrian linkage, at-grade crossing should be considered as far as possible when traffic conditions permit or, where appropriate, extension of existing network of elevated walkway should be considered.



◀ **Figure 31** Proposed comprehensive pedestrian linkages along the Central waterfront  
(Source: *The New Central Harbourfront*)



**Figure 32** Proposed extension of pedestrian network for Wan Chai harbour-front  
(Source: *Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas*)

- (e) In designing elevated or underpass linkage, the use of lifts/escalators is encouraged for comfortable and barrier-free access, especially to cater for the elderly and persons with disabilities. Landscape treatment should be incorporated in the design of elevated linkage. Feature bridge could be considered at key locations.

### ***Harbour-front Management***

- (a) Private sector involvement is encouraged to finance, develop and/or manage public waterfront promenade or open spaces adjoining a private development.
- (b) The Government should adopt a supportive, coordinated and flexible approach in the management of the harbour-front areas with a view to enhancing the waterfront environment and facilitating such activities as cultural/social events and street performance for public enjoyment.
- (c) Waterfront promenades and open spaces should be open to the public free of charge during both day and night time and close as late as possible.
- (d) Litter, rubbish, wastewater, solid waste or other contaminants must not be disposed of or dumped to the stormwater system. All potentially polluting materials such as building material stockpiles should be stored and handled with care to prevent contamination of stormwater and pollution of the Harbour.

### ***Sustainable Development***

- (a) Project proponents should ensure that their development proposals can comply with the requirements set out in the above aspects, where applicable, and should give due consideration to the economic, social and environmental aspects of development.
- (b) In the decision-making process of a development proposal/work project along the harbour-front, the long-term benefits must be evaluated against the short-term cost-effectiveness of different options to ensure that the needs of future generations are fully addressed. For example, putting a waterfront trunk road underground may increase the construction cost substantially, but by so doing it will improve air quality and reduce noise nuisance along the waterfront in the long run and will free up more waterfront space for other activities to enhance public enjoyment of the Harbour.
- (c) For large-scale public project affecting the Harbour or the harbour-front areas, the project proponent should carry out a sustainability assessment to evaluate the sustainability implications of the development proposal with a view to achieving a proper balance and integration of the key considerations from the economic, social and environmental perspectives.

- (d) Wider use of green buildings should be encouraged with a view to improving microclimate and achieving energy conservation.
- (e) Use of environmentally friendly materials including recycled materials and sustainable use of natural resources are encouraged.

***Temporary Land Uses***

- (a) If considered necessary by the respective HEC Sub-committees, the project proponents of temporary development proposals in the Victoria Harbour and the harbour-front areas will be requested to present the case to them for comment and advice.
- (b) Temporary uses along the harbour-front areas should not affect public visual access to the Harbour, nor should have adverse traffic and environmental impacts to the locality. Measures to positively enhance the area for public enjoyment should be encouraged.



◀ **Figure 33** Temporary waterfront promenade in West Kowloon for public enjoyment

- (c) Temporary land use along the waterfront should preferably be granted with a shorter fixed term so as to allow flexibility to take account of changing circumstances.

**Figure 34** Short-term use for entertainment purpose along the harbour-front is encouraged ▶



- (d) Temporary structures or advertising signs on open ground along the harbour-front, which may affect visual access to the Harbour, should be kept to

the minimum. These structures or advertising signs shall be designed to blend in with the surrounding developments/structures or create positive visual impact to and from the Harbour.

- (e) Opportunities should be taken to develop harbour-front sites (pending permanent development) for quick-win enhancement to promote public enjoyment of the Harbour. Major elements of harbour-front enhancement include improving public access to the harbour-front, providing promenades around the Harbour, greening the harbour shoreline, removing all unnecessary fencing, promoting marine uses with suitable land-water interfaces and providing opportunity for public leisure and entertainment activities to promote vibrancy.
- (f) Appropriate clauses(s) could be included in the tenancy agreement or technical schedule for temporary developments in the harbour-front areas to encourage provision of suitable landscaping proposals for harbour-front enhancement.

**Harbour-front Enhancement Committee  
Sub-committee on Harbour Plan Review  
XXXX 2006**



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

**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.

Harbour-front Enhancement Committee

April 2006

*(This is a revised version endorsed by the Harbour-front Enhancement Committee on 27.4.2006.)*



**Relationship between the Harbour Planning Guidelines and Harbour Planning Principles**

<b>HPP</b>	<b><u>Principle 1</u> Preserving Victoria Harbour</b>	<b><u>Principle 2</u> Stakeholder Engagement</b>	<b><u>Principle 3</u> Sustainable Development</b>	<b><u>Principle 4</u> Integrated Planning</b>	<b><u>Principle 5</u> Proactive Harbour Enhancement</b>	<b><u>Principle 6</u> Vibrant Harbour</b>	<b><u>Principle 7</u> Accessible Harbour</b>	<b><u>Principle 8</u> Public Enjoyment</b>
<b>Land Formation</b>								
a) No further reclamation	X		X					
b) Minimal land formation	X		X					
<b>Public Engagement</b>								
a) Relationship between scale of development and form of public engagement		X						
b) Engagement process for large-scale public harbour-front project or project involving reclamation initiated by the Government		X						
c) Engagement process for private development proposals or small-scale public project in and around Victoria Harbour		X						

<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
d) Promoting public awareness of the Guidelines and provision of sufficient information for consultation		X						
<b>Land Use Planning</b>								
<i>Diversity of Land Uses</i>								
a) Land uses to promote vibrancy of Harbour				X	X	X		X
b) Provisions for maritime and logistics facilities within Harbour			X	X	X	X		X
c) Balanced mix of land uses in the harbour-front areas			X	X		X		
d) Review on development intensity and uses of uncommitted sites					X			
<i>Recreation and Leisure Uses</i>								
e) More public space for recreation and leisure uses						X		X

<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
e) Passive recreation and leisure activities						X		X
g) Marine-based recreation activities				X		X		X
<b><i>Open Space</i></b>								
h) Inland open space linking to the waterfront							X	
i) Planning of waterfront open space			X	X		X	X	X
j) Provision of continuous waterfront promenade			X	X		X	X	X
k) Temporary use of sites for public open space						X	X	X
l) Provision of focal features in open space					X			X
m) Provision of waterfront promenade by setback of development			X				X	X

<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
<b><i>Cultural Heritage</i></b>								
n) Buildings / structures with historic or cultural values to be preserved	X		X					
o) Adjacent developments compatible with heritage features			X	X				
p) Activities to promote heritage values			X			X		X
<b><i>Utility Installations</i></b>								
q) Land management for infrastructure facilities and utility installations				X				X
r) Design and construction of underground facilities				X				
<b>Urban Design</b>								
<b><i>Development Density</i></b>								
a) Waterfront development density			X		X			

<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
<b><i>Building Height</i></b>								
b) Stepped building height profile			X		X		X	
c) Diversity of building mass					X			
<b><i>Landmark</i></b>								
d) Victoria Harbour as an important landmark	X		X				X	
<b><i>Permeability</i></b>								
e) Design of building mass to allow visual permeability					X		X	
f) Buildings of small footprint and avoid podium			X		X		X	
g) Undertaking of Air Ventilation Assessment			X					
h) Creation of visual corridor and breezeway			X		X		X	
<b><i>Streetscape Design</i></b>								
i) Active street frontage					X			X
j) High quality street furniture and paving					X			



<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
k) Special lighting features					X			
<b>Landscaping</b>								
a) Landscaping along waterfront					X			
b) Planting species					X			
c) Thematic planting					X			
d) Maximizing vegetation					X			X
e) Greening on roof/podium					X			
f) Requirement of landscaping proposals					X			
<b>Physical Linkage</b>								
a) Traffic-free environment				X			X	X
b) Continuous pedestrian at-grade access							X	X
c) Integrated planning of transport infrastructure including marine-transport				X			X	

<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
d) Improved pedestrian linkage				X			X	X
e) Design of elevated or underpass linkage (lifts / escalators)				X			X	X
<b>Harbour-front Management</b>								
a) Public and private partnership				X				
b) Government management of the harbour-front area					X			X
c) Opening hours of waterfront promenades and open spaces								X
d) Avoid pollution of Harbour			X	X				
<b>Sustainable Development</b>								
a) Due consideration to economic, social and environmental aspects			X					
b) Long-term benefits versus short-term cost-effectiveness			X					

<b>HPP</b> <b>HPG</b>	<b><u>Principle 1</u></b> <b>Preserving</b> <b>Victoria</b> <b>Harbour</b>	<b><u>Principle 2</u></b> <b>Stakeholder</b> <b>Engagement</b>	<b><u>Principle 3</u></b> <b>Sustainable</b> <b>Development</b>	<b><u>Principle 4</u></b> <b>Integrated</b> <b>Planning</b>	<b><u>Principle 5</u></b> <b>Proactive</b> <b>Harbour</b> <b>Enhancement</b>	<b><u>Principle 6</u></b> <b>Vibrant</b> <b>Harbour</b>	<b><u>Principle 7</u></b> <b>Accessible</b> <b>Harbour</b>	<b><u>Principle 8</u></b> <b>Public</b> <b>Enjoyment</b>
c) Sustainability assessment			X					
d) Use of green buildings			X					
e) Use of environmentally friendly materials			X					
<b>Temporary Land Uses</b>								
a) Presentation to relevant HEC Sub-committees for comment and advice		X						
b) Consideration of temporary uses along the harbour-front			X		X			X
c) Shorter fixed term for temporary uses			X					
d) Temporary waterfront structures / advertising signs on open ground					X		X	
e) Quick-win enhancement					X		X	X
f) Landscaping proposal for temporary development					X			