

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



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

1. Introduction

1.1 These Harbour Planning Guidelines (the Guidelines) were developed by the Harbour-front Enhancement Committee (HEC) to elaborate in more detail the intentions and requirements of the Harbour Planning Principles (HPPs)⁽¹⁾ and to provide a comprehensive checklist 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⁽²⁾.



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
(Source: Planning Department)

1.2 Relevant approving authorities and advisory bodies are encouraged to make reference to the Guidelines in considering and advising on development proposals in and around Victoria Harbour. Individual project proponents are encouraged to comply with the Guidelines as far as possible and practicable.

1.3 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.

⁽¹⁾ The HPPs comprise a vision and a mission statement and eight principles. The latest version at **Annex I** was endorsed by the HEC on 27.4.2006.

⁽²⁾ For the avoidance of doubt, the boundaries of Victoria Harbour and the inner core of 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 purposes. However, any development that falls outside the extent shown on the plan but may have significant impacts on Victoria Harbour should also observe the requirements and recommendations of the Guidelines.

Should any proposed development deviate significantly from the general intention of the Guidelines, the project proponent, in seeking approval from relevant authorities, is encouraged to provide sufficient justifications and undertake detailed assessments to substantiate their proposal.

1.4 Given the broad scope of the Guidelines and the different roles and functions of the harbour-front areas in different localities, the applicability of the Guidelines to any specific 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 welcomed.



Figure 2 Harbour-front areas have different roles and functions
(Source: Planning Department)

2. Harbour Planning Guidelines

2.1 To make the Guidelines easy to understand and user-friendly, the Guidelines are grouped under nine aspects as follows:

- public engagement;
- land use planning;
- urban design;
- landscaping;
- physical linkage;
- land formation;
- 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 multiple 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:

Public Engagement

- (a) Public engagement is an essential part of harbour-front planning, development and operation, and crucial if enhancement is to be achieved. 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 the type and scale of their development proposals, are always encouraged to carry out public engagement at an early stage of the project planning process and continue to engage the public throughout the project planning and development stages. Public comments received should be taken into account in refining the proposals prior to their finalisation.
- (b) For large-scale public projects in the harbour-front with a site area of 20 hectares or above, projects involving reclamation initiated by the Government or projects which are of territorial significance, a comprehensive public engagement programme should be formulated to gauge views of the public on these

projects⁽³⁾. The programme should include different types of public participatory activities such as place-making workshop⁽⁴⁾, forum, exhibition or survey with a view to outreaching to the public and facilitating collection of public views. Project proponents should be encouraged to engage all key stakeholders including not only the community at large but also relevant authorities, non-governmental organisations, advisory committees, relevant District Council(s) etc. at an early stage before formulation of detailed proposals. 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 or related to reclamation, the public could be engaged throughout the development process including envisioning, option formulation, selection and finalization so as to build up public consensus before finalization of the scheme.



Figure 3 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), relevant stakeholders should be consulted at an early stage prior to decision making of the relevant approving

⁽³⁾ Comprehensive public engagement programmes for various projects/studies that have or being carried out recently include Kai Tak Planning Review, Wan Chai Development Phase II Review, Urban Design Study for the New Central Harbourfront and Hung Hom District Study.

⁽⁴⁾ A tool that helps engage members of the community to participate in, understand and contribute with a view to creating public spaces and the neighbourhoods they desire.

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 consulting with 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.
- (e) Continued public engagement during the planning and implementation process and for key changes in land or marine uses is also strongly encouraged.

Land Use Planning

Diversity of Uses

- (a) 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 objectives.



Figure 4 Diverse and active harbour-front uses
(Source: HKPSG)



Figure 5 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. Existing cargo working areas, maintenance depots and other incompatible land uses, which are not conducive to public enjoyment / harbour-front enhancement,

should be relocated outside the inner core of Victoria Harbour when opportunities arise.

- (c) Other land uses which cater for the economic, social and environmental needs of society and are compatible with the harbour-front environment should be encouraged as and where appropriate so as to achieve a balanced mix of land uses.
- (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 kept under review having regard to the HPPs and public aspirations.

Recreation and Leisure Uses

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



Figure 6 Harbour-front public space for recreation and leisure uses
(Source: Planning Department)

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



Figure 7 Jogging track along the harbour-front
(Source: Planning Study on the Harbour and its Waterfront Areas)



Figure 8 Sailing within Victoria Harbour
(Source: HEC)

- (g) Where feasible, marine-based recreation activities within Victoria Harbour should 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.

Open Space

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



Figure 9 An integrated design of harbour-front open space
(Source: *The New Central Harbourfront*)

- (i) Harbour-front open space should 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 10 A waterfront promenade with retail and dining facilities
(Source: *Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas*)

- (j) A continuous promenade of adequate width should be provided along the entire harbour-front areas, as far as is practicable, to accommodate such leisure activities as strolling and jogging, pedestrian circulation, street furniture, tree planting and landscaping, and in addition reserves for utility installations should be made, where practicable, along the harbour-front. Where the width of promenade permits and local circumstances are appropriate, provision of cycling track and associated facilities for recreation and leisure uses are encouraged. Other design features such as stepping promenade by means of terraces or inclined lawn areas should also be considered if the promenade is of adequate width.



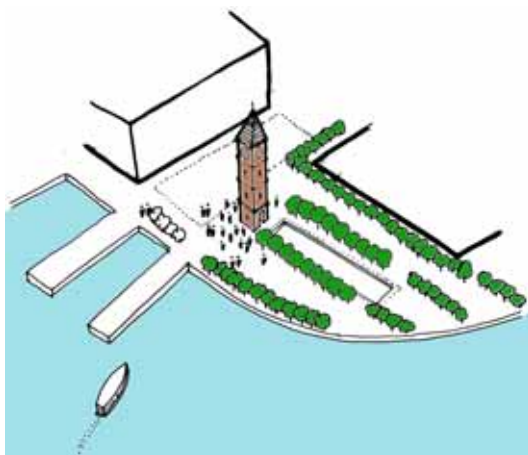
Figure 11 Waterfront promenade with ample public spaces
(Source: Planning Department)



Figure 12 Vibrant harbour-front with retail/dining facilities
(Source: Planning Department)

(k) Use of vacant land for temporary public open space purposes pending permanent development is encouraged so as to maximize opportunities for public enjoyment. Once again, diversity of activities / uses is of key importance to enhancement of such space.

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



(Source: HKPSG)



Figure 13 Provision of focal features in open space
(Source: Planning Department)

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

Cultural Heritage

- (n) Buildings/structures, areas or places within the Harbour or along the harbour-front, which are of historical significance or cultural value in relation to the Victoria Harbour e.g. the floating Tin Hau Temple in Causeway Bay Typhoon Shelter should be preserved in the most appropriate manner. The value associated with cultural heritage may be based on physical features or intangible qualities. Appropriate signage to identify the location of and plaques to commemorate these cultural heritage features and promote social connectivity should be considered.
- (o) Development or redevelopment of the areas surrounding the features of historic and cultural value 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 harbour-front is encouraged. Recreational activities which enhance cultural value e.g. heritage walking trail along the harbour-front and leisure boat ride should be encouraged.

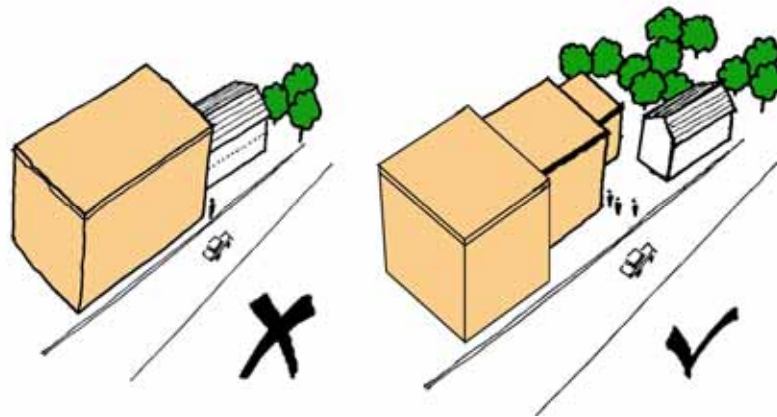


Figure 14 Suitable and compatible setting for heritage features
(Source: HKPSG)

Infrastructure and Utility Installations

- (q) Infrastructure facilities and utility installations should not be constructed along the harbour-front as far as possible. If this is inevitable due to operational reasons, they should be planned and designed in such a way that the affected areas would be minimized during their construction, operation and maintenance. Consideration should 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.



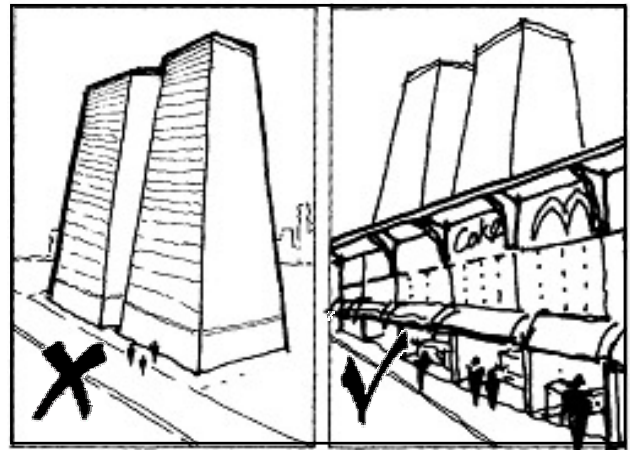
(Source: Drainage Services Department)

Figure 15 Proposed Sheung Wan stormwater pumping station along the harbour-front to include landscaping works

Urban Design

Development Density

- (a) Developments fronting directly onto Victoria Harbour should adopt a lower development density to provide a human scale environment⁽⁵⁾, which is commensurate with the harbour-front setting.



▲ **Figure 16** Preferable lower density and human scale development along the harbour-front
(Source: HKPSG)



◀ **Figure 17** Hong Kong Convention and Exhibition Centre commensurate with Wan Chai harbour-front setting
(Source: Planning Department)

⁽⁵⁾ Buildings and spaces are built for people. The elements of the city, buildings and space should bear a certain relationship to human proportion and facilitate easy usage, interaction and perception by the users.

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.

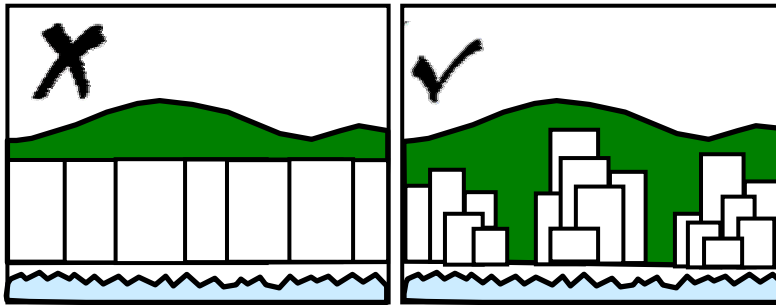


Figure 18

Descending and varying building height profile along the harbour-front is encouraged

(Source: modified from HKPSG)

Landmark

- (d) Victoria Harbour in itself is an important landmark, and its setting and character should be preserved. Excessively tall built developments along the harbour-front which may adversely affect the image of the harbour or its setting, whether they are iconic in design or otherwise, are 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 harbour-front views.
- (f) Harbour-front 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 so hindering air circulation.
- (g) Project proponents of harbour-front developments which have potential for creating barriers in respect of visual permeability and/or air circulation should

undertake impact assessments such as visual impact assessment and air ventilation assessment to demonstrate acceptability of the proposals. For major Government projects, the guidance for carrying out air ventilation assessment is set out in the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Joint Technical Circular No. 1/06. Quasi-government organizations and the private sector are also encouraged to carry out air ventilation assessments to assess the impacts of their proposed developments on air circulation before implementation and to improve the design of the developments with a view to minimizing such impacts.

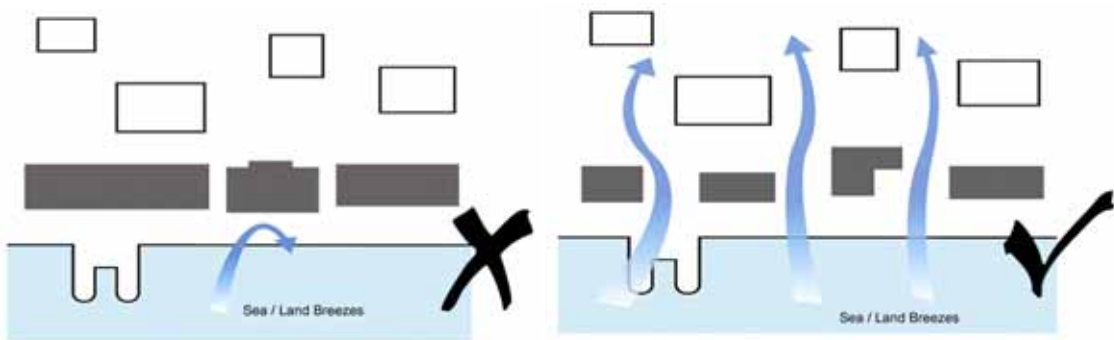


Figure 19 Recommended small footprint of harbour-front buildings
(Source: HKPSG)

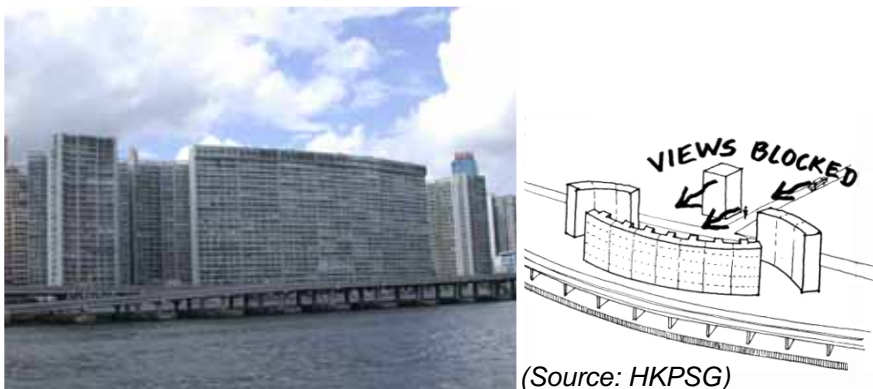


Figure 20 Wall-type development hinders air circulation and reduces visual permeability
(Source: Planning Department)

- (h) The inter-relationship between 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 breezeways to enhance air circulation. Views from the Lion Pavilion at Victoria Peak to Victoria Harbour should also be preserved without reducing the visible water surface area.



◀ **Figure 21 Existing harbour views from the Peak (VP7)**
(Source: Planning Department)



▲ **Figure 22 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 23 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 walls should be avoided on these frontages or, if unavoidable, appropriate beautification or landscaping measures should be incorporated to mitigate their adverse visual impacts.



Figure 24 Active street frontage and activities along the harbour-front
(Source: Kai Tak Planning Review)

- (j) High quality street furniture, paving and public art/sculptures should be provided along the harbour-front, and at selected locations to highlight the themed design or special character of the locality. Street furniture that may hinder pedestrian flow should be kept to a minimum. Streetscape design of the harbour-front areas could take into account the local character of the hinterland. Clear signage should be provided to indicate access routes leading to the harbour-front.



Figure 25 High quality streetscape design
(Source: Planning Department)

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

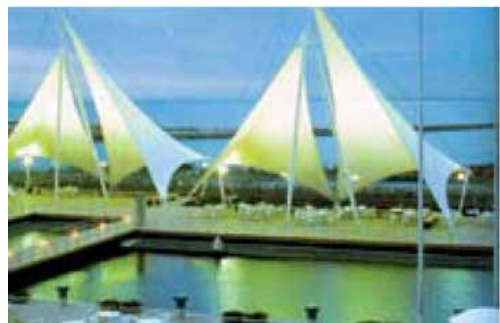


Figure 26 Special lighting effect for the harbour-front
(Source: Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas)

Landscaping

- (a) Areas along both sides of the Victoria Harbour should be landscaped to optimize greening of the harbour-front areas. Both permanent and temporary landscaping, preferably with tree planting into the ground and lawn, are encouraged to improve amenity. Attention should be given to the design such that they will not affect pedestrian flow and create barriers to public access to the harbour-front e.g. by avoiding use of planters.
- (b) Planting species should be carefully selected, 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 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).



Roystonea regia



Plumeria rubra



***Ficus
microcarpa***



Hibiscus tiliaceus



Melaleuca quinquenervia

Figure 27 Examples of tree species suitable for harbour-front environment
(Source: Hong Kong Herbarium)

- (c) Thematic plantings to create identity or enhance the sense of place should be considered. Use of a diversity of indigenous species is encouraged.



Figure 28 Examples of flowering species that are tolerant of coastal stresses
(Source: Hong Kong Trees)

- (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 is encouraged, including benches or seating integrated into the seawall design.
- (e) Appropriate treatment such as provision of greening on roof or on podium level of harbour-front buildings, and vertical greening is desirable.



Figure 29 Rooftop garden of Pier 2, Central
(Source: Planning Department)

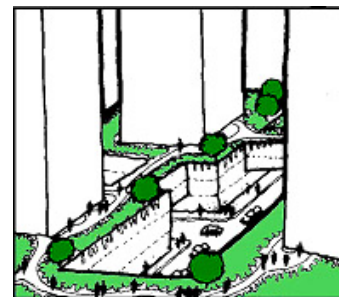


Figure 30 Greening on podium level
(Source: HKPSG)

- (f) Landscaping schemes should form part of all proposed developments along the harbour-front. 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 should 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 should be confined to landward side of harbour-front developments and scaled to allow “pedestrian preferential” movements to promote ease of access to the harbour-front.

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

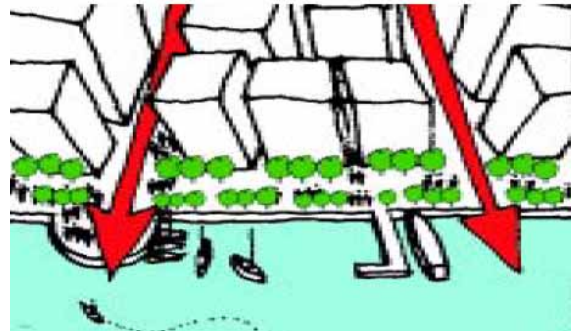


Figure 31 Maximizing the accessibility to the harbour-front
(Source: HKPSG)

(c) The harbour-front should be within easy reach of the general public. Integrated planning of an efficient public transport infrastructure including marine-transport such as ferry piers and landing steps at suitable locations 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 harbour-front. 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 an existing network of elevated walkway should be considered. Sustainable transport modes should also be considered, where appropriate, to facilitate access of pedestrians to the harbour-front.

Figure 32 Proposed comprehensive pedestrian linkages along the Central harbour-front

(Source: The New Central Harbourfront)



Figure 33 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 linkages. Feature bridges could be considered at key locations.
- (f) Existing elevated or underpass linkages to the harbour-front should be upgraded or refurbished to improve attractiveness and promote a pleasant walking environment.

Land Formation

- (a) In accordance with the judgement of the Court of Final Appeal on the interpretation of the Protection of the Harbour Ordinance, Cap. 531, there should be no 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 34 Any further reclamation in the Victoria Harbour must satisfy the overriding public need test
(Source: Planning Department)

- (b) Where reclamation is justified on ground of overriding public need, the extent of reclamation should not go beyond that required by the overriding public need and each area proposed to be reclaimed must be justified in this regard.
- (c) Enhancement of the harbour-front environment to bring the public closer to the water bodies is encouraged. If, by so doing, it will require minimal land formation, such reclamation may be carried out provided that it can satisfy the overriding public need test. Each proposal should be considered on its own merits. The public should be engaged at an early stage to ascertain the ‘public need’ and build consensus on the proposal.

Harbour-front Management

- (a) Private sector involvement is encouraged to finance, develop and/or manage public waterfront promenades or open spaces adjoining a private development.
- (b) The Government should adopt a proactive, supportive, coordinated and flexible

approach in the management of the harbour-front areas, for example, adopt more liberal licensing policies or permit systems for stalls, vendors, entertainers etc., in public areas, with a view to enhancing the harbour-front environment and facilitating such activities as small-scale retail/dining activities, cultural/social events and street performances for public enjoyment.

- (c) Waterfront promenades, sitting out areas and open spaces should be open to the public free of charge during both day and night time and, if opening for 24 hours a day is not practicable, should be closed as late as possible.
- (d) Litter, rubbish, wastewater, solid waste or other contaminants must not be disposed of or dumped in 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.
- (e) The Government should work closely with the local community, District Councils, tourism organizations, relevant stakeholders and the public on the management of the harbour and its harbour-front areas.

Sustainable Development

- (a) Project proponents should ensure that their development proposals comply with the requirements set out in these guidelines, where applicable, and should give due consideration to the economic, social and environmental aspects of development, thereby meeting the needs of the present generation, without compromising the needs of future generations. Project proponents can make reference to the sustainability indicators at Annex IV to assess the sustainability implications of their proposed developments.
- (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 harbour-front trunk road underground may have economic implications such as a substantial increase in the construction cost, but by doing so it will improve environmental quality along the harbour-front in the long run and will free up more harbour-front space for social/cultural activities to enhance public enjoyment of the Harbour.

- (c) For large-scale public projects affecting the Harbour or the harbour-front areas, the project proponents should carry out a sustainability assessment to evaluate the sustainability implications of the development proposals with a view to achieving a proper balance and integration of the key considerations from the economic, social and environmental perspectives.
- (d) Wide adoption of green building principles should be encouraged with a view to improving microclimate, healthy living as well as achieving conservation of energy and other resources. Project proponents are encouraged to carry out green building assessments to evaluate and improve the building environmental performance.
- (e) Use of environmentally friendly materials including recycled materials and sustainable use of natural resources, renewable energy and energy efficiency facilities is encouraged.
- (f) Use of recycled water, for example, from rain collection or properly treated sewage effluent or grey water from nearby facilities is encouraged for landscaping irrigation systems. Consideration should be given to developing sustainable drainage systems⁽⁶⁾.

Temporary Land Uses

- (a) Temporary uses along the harbour-front areas should not affect public visual or physical access to the Harbour, nor should they have adverse traffic and environmental impacts to the locality. Measures to positively enhance the area for public enjoyment should be encouraged as a priority. Temporary uses which are not compatible with the harbour-front environment should be reviewed before further tenancy renewal.



◀ **Figure 35** Temporary waterfront promenade in West Kowloon for public enjoyment
(Source: Planning Department)

⁽⁶⁾ Some of the most popular components of sustainable drainage systems include pervious surfaces, green roofs, filter drains and filter strips.

- (b) Temporary land use along the harbour-front should preferably be granted on short, fixed terms so as to allow flexibility to take account of changing circumstances.

Figure 36 Short-term use for entertainment purpose along the harbour-front is encouraged
(Source: Planning Department)



- (c) 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 should be designed to blend in with the surrounding developments/structures and create positive visual impact to and from the Harbour.
- (d) 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, beautifying hoardings with interesting designs, promoting marine uses with suitable land-water interfaces and providing opportunities for public leisure and entertainment activities to promote vibrancy.
- (e) Appropriate clauses(s) should 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.

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.)



- LEGEND**
- Victoria Harbour
 - Victoria Harbour Limit
 - Harbour-front Areas

Victoria Harbour and its Harbour-front Areas



Annex III

Relationship between the Harbour Planning Guidelines (HPGs) and Harbour Planning Principles (HPPs)

The HPGs are grouped under nine aspects, namely, public engagement, land use planning, urban design, landscaping, physical linkage, land formation, 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 multiple principles. The relationship between the HPGs and the HPPs is depicted in the matrix below.

HPG \ HPP	Principle 1 Preserving Victoria Harbour	Principle 2 Stakeholder Engagement	Principle 3 Sustainable Development	Principle 4 Integrated Planning	Principle 5 Proactive Harbour Enhancement	Principle 6 Vibrant Harbour	Principle 7 Accessible Harbour	Principle 8 Public Enjoyment
Public Engagement								
a) Relationship between scale of development and form of public engagement		X						
b) Engagement process for large-scale public project or project involving reclamation or project of territorial significance		X						
c) Engagement process for private development proposals or small-scale public project in and around Victoria Harbour		X						
d) Promoting public awareness of the Guidelines and provision of sufficient information for consultation		X						

HPP	Principle 1 Preserving Victoria Harbour	Principle 2 Stakeholder Engagement	Principle 3 Sustainable Development	Principle 4 Integrated Planning	Principle 5 Proactive Harbour Enhancement	Principle 6 Vibrant Harbour	Principle 7 Accessible Harbour	Principle 8 Public Enjoyment
HPG								
e) Public engagement for operation and key changes in uses		X						
Land Use Planning								
<i>Diversity of Uses</i>								
a) Uses to promote vibrancy of Harbour				X	X	X		X
b) Provisions for maritime and logistics facilities and relocation of incompatible land uses			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
f) Passive recreation and leisure activities						X		X

HPP	Principle 1 Preserving Victoria Harbour	Principle 2 Stakeholder Engagement	Principle 3 Sustainable Development	Principle 4 Integrated Planning	Principle 5 Proactive Harbour Enhancement	Principle 6 Vibrant Harbour	Principle 7 Accessible Harbour	Principle 8 Public Enjoyment
HPG								
g) Marine-based recreation activities				X		X		X
<i>Open Space</i>								
h) Inland open space linking to the harbour-front							X	
i) Planning of harbour-front open space			X	X		X	X	X
j) Provision of continuous waterfront promenade			X	X		X	X	X
k) Temporary use of vacant land 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
<i>Cultural Heritage</i>								
n) Structures / places with historic or cultural values to be preserved	X		X					

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HPG								
o) Adjacent developments compatible with heritage features			X	X				
p) Activities to promote heritage values			X			X		X
<i>Infrastructure and Utility Installations</i>								
q) Land management for infrastructure facilities and utility installations				X				X
Urban Design								
<i>Development Density</i>								
a) Harbour-front development density			X		X			
<i>Building Height</i>								
b) Stepped building height profile			X		X		X	
c) Diversity of building mass					X			
<i>Landmark</i>								
d) Victoria Harbour as an important landmark	X		X				X	

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HPG								
<i>Permeability</i>								
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 impact assessments			X				X	
h) Creation of visual corridor and breezeway			X		X		X	
<i>Streetscape Design</i>								
i) Active street frontage					X			X
j) High quality street furniture and paving					X			
k) Special lighting features					X			
<i>Landscaping</i>								
a) Landscaping along harbour-front					X			
b) Planting species					X			
c) Thematic planting					X			
d) Maximizing vegetation					X			X

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e) Greening on roof/podium					X			
f) Requirement of landscaping proposals					X			
Physical Linkage								
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	
d) Improved pedestrian linkage				X			X	X
e) Design of elevated or underpass linkage (lifts / escalators)				X			X	X
f) Upgrading of existing linkages				X			X	X
Land Formation								
a) Overriding public need test for reclamation	X		X					
b) Minimal land formation	X		X					

HPP	Principle 1 Preserving Victoria Harbour	Principle 2 Stakeholder Engagement	Principle 3 Sustainable Development	Principle 4 Integrated Planning	Principle 5 Proactive Harbour Enhancement	Principle 6 Vibrant Harbour	Principle 7 Accessible Harbour	Principle 8 Public Enjoyment
HPG								
c) Harbour enhancement	X	X	X		X			X
Harbour-front Management								
a) Public and private partnership				X				
b) Government management of the harbour-front area					X			X
c) Free usage of waterfront promenades and open spaces								X
d) Avoid pollution of Harbour			X	X				
e) Collaboration between Government and the community		X						
Sustainable Development								
a) Due consideration to economic, social and environmental aspects			X					
b) Long-term versus short-term benefits			X					
c) Sustainability assessment			X					

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HPG								
d) Adoption of green building principles			X					
e) Use of environmentally friendly materials			X					
f) Use of recycled water			X					
Temporary Land Uses								
a) Consideration of temporary uses along the harbour-front			X		X			X
b) Short, fixed term for temporary uses			X					
c) Temporary waterfront structures / advertising signs on open ground					X		X	
d) Quick-win enhancement					X		X	X
e) Landscaping proposal for temporary development					X			

Sustainability Principles and Sustainability Indicators

Annex IV

The sustainability principles and indicators set out below were drawn up with reference to those derived under the Wan Chai Development Phase II Review and the Urban Design Study for the New Central Harbourfront. These principles and indicators provide general reference only and are not exhaustive. Project proponents are encouraged to vary or expand the list to suit individual circumstances.

Sustainability Principles	Social Indicators	Economic Indicators	Environmental Indicators
1. Promote vibrancy of the Harbour	<ul style="list-style-type: none">• Increase in diversity of activities at different times for all age and social groups• Increase in local attractions for public enjoyment• Provision of focal points to enhance social interaction	<ul style="list-style-type: none">• Increase in diversity of economic activities• Increase in tourism activities• Increase in business opportunities• Enhanced economic integration with hinterland	<ul style="list-style-type: none">• Compatible land uses and marine facilities• Minimise land intake and scale of infrastructure/utility facilities at waterfront to free up land/space for public enjoyment
2. Improve accessibility to the Harbour	<ul style="list-style-type: none">• Pedestrian priority environment along waterfront• Provision of safe, direct, convenient and barrier-free access to the waterfront for all age and social groups• Improved physical linkages with hinterland• More choices of transport modes	<ul style="list-style-type: none">• Reduction in travelling time• Reduction in travelling cost• Reduction in energy consumption cost	<ul style="list-style-type: none">• Pollution-free environment along pedestrian linkages• Segregation of pedestrian and vehicular traffic• Improved pedestrian walking environment with landscape features/quality design• Use of sustainable or environmentally friendly transport
3. Preserve the Harbour and conserve cultural heritage	<ul style="list-style-type: none">• Increase in activities which conserve existing cultural heritage along the harbour-front to enhance social attachment• Provision of dedicated venues to promote public awareness on preserving the Harbour and conserving cultural heritage	<ul style="list-style-type: none">• Increase in business opportunities relating to cultural heritage• Increase in tourism activities relating to cultural heritage	<ul style="list-style-type: none">• Minimise reclamation to preserve harbour setting• Preserve natural coastline• Provision of a compatible setting for buildings of cultural heritage and historical values• Enhanced harbour image through quality building design

Sustainability Principles	Social Indicators	Economic Indicators	Environmental Indicators
			<ul style="list-style-type: none"> • Sensitive building heights along waterfront
<p>4. Enhance environmental quality</p>	<ul style="list-style-type: none"> • Enhanced living and working environment for people • Enhanced pedestrian environment • Increase in marine based recreational activities for public enjoyment • More outdoor activities 	<ul style="list-style-type: none"> • Reduction in energy consumption cost • Better utilisation of existing infrastructures • Better utilisation of recycled materials, natural resources and renewable energy 	<ul style="list-style-type: none"> • Air quality improved • Water quality improved • Noise nuisance reduced • Odour condition improved • Air circulation improved • Wave condition improved • Marine ecology improved • Solid waste and pollutant emission reduced • Hygienic condition improved • Building design with environmental friendly features
<p>5. Enhance visual amenity, landscape and quality of space</p>	<ul style="list-style-type: none"> • Increase in public space with landscape features/thematic planting • Provision of suitable facilities for different age and social groups • Increase in shaded area for public enjoyment • Increase in look-out points to give public opportunity for visual appreciation of the Harbour and other visual resources • Increase in public space where people can get closer to the water bodies 	<ul style="list-style-type: none"> • Increase in economic activities with compatible visual / landscape character 	<ul style="list-style-type: none"> • Increase in landscaped area • Enhanced openness • Enhanced visual access to the Harbour • Enhanced visual appreciation to the ridgelines and other visual resources • Good environment with quality design/visual variety

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