

Supplementary information tabled at HEC meeting held on 14.6.2007

Summary of Public Comments on Draft Harbour Planning Guidelines and Responses (Supplementary)

Item No.	Comments	Organization	Responses
	General		
1	We believe that all visuals should be reviewed as some are inappropriate or fail to do justice as to what a world class harbour-front should look like.	The Experience Group	Better illustrations/visuals are incorporated in the revised HPGs.
	Introduction		
2	Missing from the contents is “Funding of Harbour-front Enhancement” and “Institutional Arrangements” for Harbour-front enhancement (including the relationship between HEC and TPB, or at least a clear definition of the role and function of the HEC).		The role and function of the HEC have been set out in the Guidelines. Inclusion of information on funding and institutional arrangements for harbour enhancement as suggested will distract the focus of the Guidelines.

3	Missing from the reference materials are key elements of the work of the HEC, namely the Integrated Harbour Planning Framework, “Temporary Land Use and Quick-win Enhancement Strategies”, CHARM, and various submissions to hearings including the interpretations of issues pertaining to the Protection of the Harbour Ordinance, as well as work by others on the harbour related issues, such as the report by CE@H in 2003, Designing Hong Kong Harbour District report in in 2004, the various submissions and publications by the Harbour Business Forum.		The suggested reference materials are added to the reference list, where appropriate.
Paragraph 1.2			
4	It states that the Guidelines “elaborate on the HPP”, this should include that the guidelines are ‘to elaborate on the work of the HEC and the aspirations expressed by the community’?		Information on the work of HEC can be found at its website. It is considered not necessary to include them in the Guidelines, the purpose of which is to elaborate the intentions and requirements of the Harbour Planning Principles (HPPs).
5	A clear recognition of ‘place making strategies’ and the definition of desired ‘activities’ are missing.		Para. (b) under “Public Engagement” amended to incorporate suggestion.
Paragraph 1.3			

6	As the HEC has no statutory role, and the Harbour Planning Principles have yet to be adopted by the TPB, the Guidelines will have little value unless this is addressed.		There have been some suggestions to incorporate the HPGs into the HKPSG and TPB Guidelines. These suggestions will be put forward to the Government for consideration.
7	Other ways to implement the harbour planning principles is to review (harbourfront) land lease conditions, to review existing zoning, and to review Government plans for land allocated to Government departments (Noting that 80% of Victoria Harbour's waterfront (excluding the port) is under direct control of one or the other Government department.)		Similar provisions on review of existing land uses and uses of uncommitted sites have been included in Paras. (a) and (d) under "Land Use Planning".
8	It is unclear what 'developments' are. It should be made clear that these cover both private and public, and include infrastructure, property and amenities.		The word 'developments' is used in a generic sense and includes all types of developments. It is considered not necessary to list out the types of developments as suggested.
Paragraph 1.5			
9	At a minimum, the guidelines should reflect each aspect of the HPP. Rather than explaining in the Appendix which HPP is impacted against each guideline, the test is whether every aspect of each HPP, and other relevant outcome of the work of the HEC (such as specifically the Temporary Land Use and Quick-win Enhancement Strategies) are covered by the guidelines, and if so, which ones.		The Guidelines have referred to different aspects of HPP e.g. public engagement, accessible harbour-front, public enjoyment and etc. The work of HEC such as the Temporary Land Use and Quick-win Enhancement Strategies are covered by the Guidelines, where appropriate.

10	<p>A review on this basis shows that important aspects have not been dealt with and should be added. Below are examples of such ‘watering down’ of the HPP and the Temporary Land Use and Quick-win Enhancement Strategies :</p> <ol style="list-style-type: none"> a. The critical aspect of HPP no 8 (“Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.”) has not been dealt with. b. There is no guidance how this aspect of the Harbour Planning Principles can be made a reality for future infrastructure and utility projects. The Guidelines should include design suggestions on how to ‘minimize impact and bulk’ etc. c. Moreover, there is no guidance as to how to make this aspect work for existing incompatible infrastructure developments, utility installations and other land uses. Given that the majority of the harbour-front is already in use, such guidelines are critical to make harbour-front enhancement a reality. d. Critical aspects of the Temporary Land Use and Quick-win Enhancement Strategies (for example, the removal of <u>existing</u> billboards, fences, car parking, etc.) have not been dealt with, and should be added. 		<p>Para. (q) under “Land Use Planning” elaborated to cover this aspect of the HPPs.</p> <p>The design of each infrastructure and utility project depends on its nature and type of uses. Suggestion such as communal facilities has been included in Para. (q) under “Land Use Planning”.</p> <p>Provisions on review of existing land uses and relocation of incompatible land uses have been included in Paras. (a) and (b) under “Land Use Planning”.</p> <p>Similar provisions have been included in Paras. (c) and (d) under “Temporary Land Uses”.</p>
	Paragraph 1.6		

11	Who is to consult HEC? As noted earlier, it is unclear how the guidelines will have an effect under the Town Planning Ordinance, the Road Ordinance and the Rail Ordinance.		It has been made clear in the Guidelines that the document is advisory in nature. As such, it will not devolve the power and responsibilities of other authorities established by statutes.
	Paragraph 2.1		
12	Harbour Planning – How about marine uses? How about infrastructure? The grouping of the guidelines miss out on two important categories, namely ‘Infrastructure and utilities’ and ‘Marine and water-dependent uses.’		‘Infrastructure and utilities’ and ‘Marine and water-dependent uses’ are subsumed under “Land Use Planning”.
	Public Engagement		
13	Paragraph (a) should state clearly that public engagement is encouraged throughout the project planning and development stage, starting as early as practicable (rather than the planning stage only). Even after funding is improved and during implementation, and certainly for public realm projects, consultation should be continuous till completion, to ensure that opportunities for improvement are continuously gathered, and that any shortcomings are identified and addressed on an ongoing basis.		Paras. (a) and (e) under “Public Engagement” amended to incorporate suggestions.
14	Paragraph (b) should clearly that the opinions are not only collected, but they are also incorporated.		Para. (a) under “Public Engagement” amended to incorporate suggestion.

15	The 20 hectares benchmark is too high and the public must be engaged in ALL projects and be given an opportunity to express their views. Clearly, the amount of time and money to be invested in public consultation should be proportional to the size of the project.		Most of the large-scale public projects along the harbour-front fall within the 20 hectares threshold. Para. (b) under “Public Engagement” amended to the effect that project of territorial significance should also require to carry out a comprehensive public engagement programme.
Diversity of Land Uses			
16	There is a need for a diversity of land AND marine uses.		Agreed. Para. (a) under “Land Use Planning” amended to reflect the suggestion.
17	Under (b) typhoon shelters is erroneously listed as a land use. To allow safe and efficient passage, there is a need for ample ‘sheltered water’. The uses of such sheltered water include typhoon shelter, mooring, berthing, disembarking, launching of vessels, water sports, etc. These are marine uses. We note that the Marine Department has concluded that the amount of typhoon shelter available in the core harbour is critical, and that study ignores leisure craft. However, no study is available of other uses of sheltered water outlined above. Assuming that harbour-front enhancement is effective, there will be an increased demand for water taxis, harbour-cruises, water sports and competitions, visiting vessels seeking mooring, floating restaurants, water displays, and planners may want to consider having fishing vessels moored in the sheltered water as an attraction to residents and tourists. Observing such marine activities is part of the attraction of going to the harbour and harbour-front – as can be observed in any other harbour-front around the world.		At present, there is only one typhoon shelter, i.e. Causeway Bay Typhoon Shelter, within the Inner Harbour Core. Under the WDII Review, the typhoon shelter is proposed to be retained with its cultural and heritage elements preserved and enhanced. In view of the above, it is considered not necessary for the Guidelines to suggest relocation of the typhoon shelter outside the Inner Harbour Core. Para. (b) under “Land Use Planning” amended accordingly.

18	Land uses such as cargo working areas, maintenance depots, and other private or public industrial marine supporting facilities should be minimized. However, where possible marine supporting and water-dependent land uses compatible with harbour-front enhancement should be encouraged and prioritized.		Similar provisions have been included in Paras. (a), (b) and (g) under “Land Use Planning”.
19	Under (d) it is unclear what ‘uncommitted’ means, and in any case, whether or not a site is committed, the land use and project development should be reviewed continuously for enhancement opportunities and the (changing) public aspirations.		Provision on review of existing land uses has been included in Para. (a) under “Land Use Planning”.
20	Open space (h). Here is where we must point out that the use of language throughout the guidelines is hardly conducive to effective implementation – why say ‘could’ when one ‘should’ seek to connect open space in the inland to the waterfront?		Guidelines amended as appropriate to incorporate suggestions.
21	Under (k), why is there no attempt here to suggest that existing incompatible uses should be minimized, as is set out in the principles?		Para. (a) under “Temporary Land Uses” amended to incorporate suggestion.
22	Under (q) – The first guideline is that such infrastructure and utility facilities should be minimized. Then, if not possible, they should be planned and designed to have a minimum impact on the quality of harbour-front environment.		Para. (q) under “Land Use Planning” amended to incorporate suggestion.
23	Urban design (f) – the issue is not only air ventilation, but also and if not more so, visual access.		Para. (f) under “Urban Design” amended to incorporate suggestion.

24	Urban design (g) the impact on air ventilation, visual and physical access must be considered.		Para. (g) under “Urban Design” amended to incorporate suggestion.
25	Physical linkages (b) access to and from the harbour and along the water-front (not just along) should be primarily at grade.		Similar provisions have been included in Paras. (b) and (d) under “Physical Linkage”.
26	(d) Linkages should cater to different users. Ample at grade connections are required to ensure an active public and pedestrian realm at street level. Additional elevated and subway connections should be used (but not replacing street level connections) to provide high-capacity connections under all weather conditions between major transport hubs and key destination areas.		Similar provisions have been included in paras. (d) and (e) under “Physical Linkage”.
27	Harbour-front management (b) should ensure street markets, outdoor dining, street vendors, small scale commercial enterprises, and other commercial activities. An appropriate mix of public and private realm must be pursued.		Para. (b) under “Harbour-front Management” amended to incorporate suggestions.
28	(d) “All potentially.... should be handled with care ...” does not do justice to (is a severe watering down of) the Temporary Land Use and Quick-win Enhancement Strategies – first and foremost it should be made clear that these should NOT EVEN BE ON THE WATERFRONT.		This guideline refers to handling of potentially polluting materials, which may not be on the waterfront.

29	Temporary land uses (a) should clearly state that ALL temporary and Government land uses should be reviewed for enhancement opportunities, including changes in temporary land uses.		Similar provisions have been included in Para. (a) under “Temporary Land Uses”.
30	(d, e, f) billboards should be removed to improve visual access, and structures, if any, should be designed to blend in and not block visual access of the harbour. Existing temporary uses should be reviewed.		Para. (a) under “Temporary Land Uses” amended to incorporate suggestions.

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.

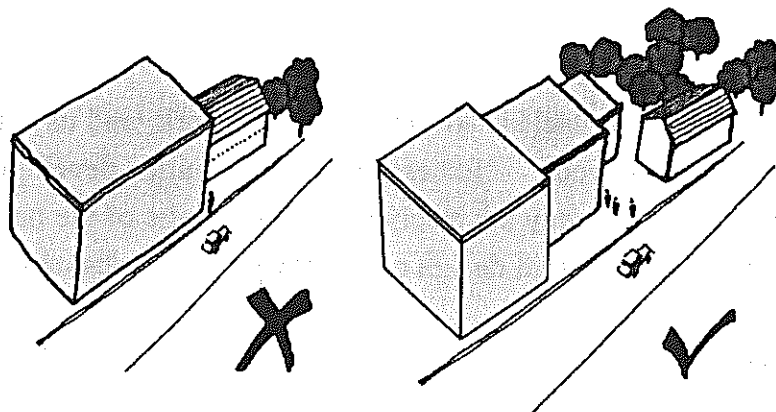
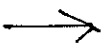


Figure 14 Suitable and compatible setting for heritage features
(Source: HKPSG)

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 their impacts upon the harbour-front environment and the affected areas would be minimized during their construction, operation and maintenance. Consideration should be



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.

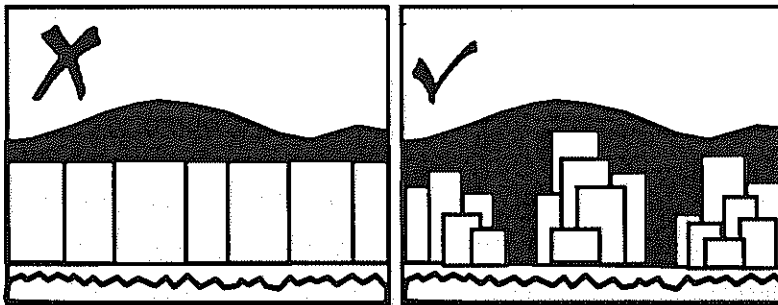


Figure 18

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 and reducing visual permeability.
- (g) Project proponents of harbour-front developments which have potential for creating barriers in respect of visual permeability and/or air circulation should

文化遺產

- (n) 應以最恰當的方法保留在海港或沿海濱地區內與維多利亞港有關並具歷史意義或文化價值的建築物／構築物、地區或地方，例如停泊於銅鑼灣避風塘的天后廟船。而有關文化遺產的價值可來自其實物或其無形的特質。應考慮提供適當的標誌指示這些文化遺產的位置，並設立牌扁以作紀念，從而提高市民大眾對本土感情的維繫。
- (o) 在具歷史意義和文化價值的建築物附近進行發展或重建時，應創造一個在性質和規模上與該歷史建築物互相協調的適當環境。
- (p) 應鼓勵在海濱進行保存和延續文化遺產的活動，並應考慮提供一些有助提升文化價值的康樂活動，如海濱文物徑和海上暢遊。

圖 14 為歷史文物提供適當和協調的環境 (資料來源：《香港規劃標準與準則》)

基建設施和公用事業設施

- (q) 應盡可能避免沿海旁建造基建設施和公用設施裝置。如因運作上的理由而無法避免在海旁範圍興建這些設施和裝置，在規劃和設計時，應把因建造、運作和維修有關設施對海濱環境的影響及受影響的土地面積減至最少。應考慮提供共用設施（如共用設施管槽），以減少該等設施若在個別獨立提供時所需求的面積。

圖 15 擬議的上環海旁雨水抽水站(包括美化環境工程)

(資料來源：渠務署)

滲透度

- (e) 建築羣的高度、布局及方向應小心配合，以增加景觀看透度。建築物之間及建築物內應留有開口／空透度間，以改善海旁的景觀。
- (f) 應在海旁興建佔地面積小的建築物，並盡量避免採用平台式建築，以免在維港沿岸形成「牆壁效應」，阻礙空氣流通及降低景觀看透度。

圖 19 建議在海旁興建佔地面積小的建築物
(資料來源：《香港規劃標準與準則》)

- (g) 在海旁進行的發展，倘建築物會對景觀看透度和／或空氣流通造成障礙，項目倡議者須在落實計劃前先進行各項有關的評估包括景觀評估和空氣流通評估等，以評估擬議發展的可接受性。就政府主要工程項目而言，房屋及規劃地政局與環境運輸工務局合訂了一份聯合技術通告 1/06 號，就該等項目在進行空氣流通評估方面提供指引。半官方團體及私人機構亦應在落實項目計劃前先進行空氣流通評估，以評估擬議發展對空氣流通度所造成的影響，並根據情況改善發展的設計，盡量減少有關影響。

圖 20 牆壁型的發展阻礙空氣流動及降低景觀看透度
(資料來源：《香港規劃標準與準則》)

- (h) 應細心安排建築物、休憩用地、公共空間及行人通道網絡的布局，以增設觀景廊，從而保護維港／山脊線／山峰／著名旅遊景點／其他重要視覺資源之間的景觀。有關安排亦可形成通風廊及風道，改善空氣流通。從扯旗山獅子亭眺望維多利亞港的景觀應予以保存，避免減少從該處可見的海面面積。

圖 21 現時從山頂眺望維港的景觀(瞭望點七)
(資料來源：規劃署)

圖 22 山脊線 / 山峰與維港沿岸主要瞭望點之間的景觀應盡量保留
(資料來源：修訂自《香港城市設計指引》)

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