

**Harbourfront Enhancement Committee  
Sub-committee on Harbour Plan Review**

**First Meeting**

Date: 4 August 2004 (Wednesday)  
Time: 2:30 pm  
Venue: Conference Room, 15/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong

**Agenda**

1. Election of Chairman
2. House Rules of the Sub-committee (Paper No. 1/2004)
3. Terms of Reference (Paper No. 2/2004)
4. Review on Harbour Planning Principles (Paper No. 3/2004)
5. Potential Enhancement Areas Overview (Paper No. 4/2004)
6. Presentation on the Central Ferry Piers by Dr. Alvin Kwok  
(to be distributed when available)
7. Any Other Business

Secretariat,  
HEC Sub-committee on  
Harbour Plan Review  
July 2004

**House Rules for  
the Harbour-front Enhancement Committee (“HEC”) and  
its Sub-committees**

At its meeting on 8 July 2004, the HEC Chairman and Members requested the HEC Secretary to prepare a set of house rules on the operation of the HEC and its Sub-committees for Members’ consideration. The following house rules covering the major issues are proposed.

Individual Sub-committees may, in line with the following principles, map out rules specific or suitable to the contexts of their own operations.

**1. Chairmanship**

If the Chairman cannot attend a meeting or part of a meeting, Members present shall elect among themselves a Member to preside at the meeting.

**2. Membership**

- (a) Each of the non-official member organizations of the HEC can designate one alternate Member. The alternate representation system does not apply to non-official members who are appointed in their personal capacity.
- (b) The HEC shall not have co-opted members.
- (c) At the Sub-committee level, each non-official member organizations can designate one alternate Member. The alternate Member should be the same as in the HEC. The alternate representation system does not apply to non-official members who are appointed in their personal capacity.

- (d) Co-opted Members are allowed in the Sub-committees. They shall be appointed by the Chairman of the HEC. The number of co-opted Members in the Sub-committee shall not exceed one-third of the Sub-committee membership. The co-opted Members shall have voting rights, but they shall not have any alternate.

### **3. Quorum**

The quorum for any HEC meeting shall be no less than half of the membership, one of whom must be the Chairman or the Member Presiding.

For any meeting of the Sub-committees, the quorum shall be no less than half of the membership (co-opted members inclusive), one of whom must be the Chairman or the Member Presiding.

### **4. Voting**

- (a) Any matters put to the HEC for voting shall be decided by a majority of the votes of the Members present and voting. The Chairman or the Member Presiding shall, if the votes be equally divided, have a casting vote in addition to his/her original vote.
- (b) All matters put to the Sub-committee for voting shall be decided by a majority of the votes of the Members present and voting. The Chairman or the Member Presiding shall, if the votes be equally divided, have a casting vote in addition to his/her original vote.

### **5. Request for submission of views to the HEC**

The HEC Secretariat shall give a regular progress report on all submissions and requests to the HEC. Only subject matters falling within the terms of reference of the HEC will be further processed. The Secretariat will arrange for the circulation of all such submissions to the HEC members for perusal. The Chairman may, at the request of any Member, include such submissions onto the agenda.

The secretariat(s) of the Sub-committees shall give a regular progress report on all submissions and requests to the Sub-committees. Only subject matters falling within the terms of reference of the HEC and the respective Sub-committee will be further processed. The secretariat(s) will arrange for the circulation of all such submissions to the Sub-committee members for perusal. The Chairman may, at the request of any Member, include such submissions onto the agenda.

The following categories of requests / submissions shall not be accepted for presentation or discussions at the HEC or any of its Sub-committees –

- (a) submissions involving private / commercial interests; or
- (b) projects which have completed the due process of project authorization and funding approval for construction works.

#### **6. Declaration of Interests**

- (a) If a Member (including the Chairman or the Member Presiding) has any pecuniary interest in any matter under consideration by the HEC, a declaration has to be made and be recorded.
- (b) The Chairman (or the Member Presiding) or the meeting shall decide whether the Member should withdraw his/her participation in the discussion.

#### **7. Frequency and mode of meetings**

- (a) The HEC shall meet about once every two months. Other meetings may be arranged as necessary. All HEC meetings shall be open to the public and the press. Press briefing after the meetings by the Chairman or the Member Presiding may be held as necessary. The agenda, papers for discussion and minutes of meetings shall be uploaded onto the HEC website for public information.

- (b) The Sub-committees shall meet once every two months, or as Members consider necessary. The Sub-committee meetings shall be open to the public and the press. Press briefing after the meetings by the Chairman or the Member Presiding may be held as necessary. Further press enquiries should be referred to the Sub-committee secretariats. The Sub-committees should make regular progress reports to the HEC on its major findings and recommendations. The HEC shall have the final decision on the major recommendations made by the Sub-committees. The agenda and minutes of the Sub-committee meetings will be uploaded onto the HEC website. The Sub-committees shall have the right to decide whether all discussion papers have to be uploaded to the HEC website for public information.

HEC Secretary  
24 July 2004



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

**Review on Harbour Planning Principles**

**1. Purpose**

1.1 Members are invited to comment and agree to the revised Harbour Planning Principles as a basis for the formulation of an integrated Harbour Plan and planning studies in the Harbour.

**2. Background of Harbour Planning**

2.1 As an international seaport the waterfront of Victoria Harbour (the Harbour) has long been associated with port-related uses such as piers, wharf, docks and freight yard. Since 1970s, major port-related uses have shifted to the west of the Harbour with the containerisation in cargo industry.

2.2 Areas along the waterfront were reclaimed to provide the much-needed land for the increasing population and growing economic activities. At the time, harbour development was focused primarily on maintaining economic growth, particularly securing the competitive edge of Hong Kong as a business centre.

2.3 Since the mid-1990s, there had been growing public concerns about the reclamation and development along the Harbour. In 1999, the Town Planning Board adopted "the Vision and Goals for Victoria Harbour" (**Annex 1**) after extensive consultation with the general public and various bodies such as professional organizations and the Legislative Council. Town Planning Board also requested the Planning Department to undertake a review on waterfront land uses and to translate the perceived vision and goals into a comprehensive planning framework for the Harbourfront area.

### 3. Harbour Planning Principles

3.1 The “Planning Study on the Harbour and its Waterfront Areas” (the Harbour Plan Study) was subsequently launched in 1999 to formulate, amongst other things, a Harbour and Waterfront Plan to guide the use of waterfront areas and the harbour up to 2016 and beyond, and to recommend major tourism development components and opportunities within the Harbour.

3.2 To provide the backbone and foundation in formulating the Harbour and Waterfront Plan, the Harbour Plan Study, after extensive consultation with community groups and stakeholders, adopted the following harbour planning principles :

- ◆ Give tourism/recreation uses which can benefit from waterfront access priority in the Inner Harbour, while balancing the needs of other uses;
- ◆ Group tourist attractions in clusters;
- ◆ Consolidate tourism clusters in and close to the Inner Harbour;
- ◆ Locate secondary tourism nodes and recreation uses around the Outer Harbour;
- ◆ Improve pedestrian accessibility to the waterfront from public transport access points;
- ◆ Provide greater continuity of waterfront promenades to link tourism clusters;
- ◆ Integrate hinterland areas with the public waterfront, through improved visual, landscape and pedestrian linkages; and
- ◆ Minimize physical and visual intrusion into the Harbour and preserve natural coastline.



#### **4. New Dimension to Harbour Planning**

4.1 The Harbour Plan Study was completed and promulgated in early 2003 with the formulation of the Harbour Planning Framework (**Annex II**). Since then, new public debate emerged amidst which the Court of Final Appeal laid down a final interpretation of the Protection of Harbour Ordinance. Concurrently, community groups also expressed their aspiration and views on harbour planning, in particular towards reclamation, development and uses along the harbourfront and the ways in which public views were solicited during the planning process.

4.2 In view of the above, it is considered opportune to review the validity of the established Harbour Planning Principles in the context of prevailing planning circumstances. The Harbour Planning Principles, upon revision, will serve as a basis to solicit views as well as recognition from the community, and to provide a clear guidance to the formulation of a revised Harbour Plan so as to achieve the vision and goals for our Harbour.

#### **5. Review of Harbour Planning Principles**

5.1 Planning principles should have a strategic dimension encompassing a broad spectrum, to be effective in guiding detailed planning and design. However, planning statement should also embed a high degree of flexibility to enable detail planning to proceed under different circumstances.

5.2 In the established Harbour Planning Principles and in the Harbour Plan, tourism development was featured as a key component. With tourism playing an increasing role in the overall development and economic activities of Hong Kong, opportunity for tourism uses should remain as a core component in the review of Harbour Planning Principles.

5.3 Apart from tourism opportunities, we are actively promoting various public uses along both the existing and new waterfront, whilst the community has also expressed keen interest in utilization of our harbourfront for a variety of public uses. The Harbour Planning Principles should therefore be made explicit to reflect our goal of promoting greater public uses and enjoyment on both existing and new waterfront.

5.4 Pedestrian access is essential for the convenience of public and in improving the vibrancy of waterfront areas. In order to plan for an integrated pedestrian network to facilitate public access to the waterfront, direct pedestrian access from both public transport nodes and major pedestrian areas should be improved. In highlighting the importance toward pedestrian planning, such concept should be reflected unambiguously in the principles.

5.5 The Harbour Planning Principles outlined in para. 3.2 covers, in general terms, planning, layout and design aspects that need to be considered in planning of the waterfront. While acknowledging different locational characteristics, specific provisions could be formulated at the detailed project planning stage complementary to the Harbour Planning Principle. The established principles, subject to the suggested refinement above, would be sufficiently broad and comprehensive and remain valid as a general framework to harbour planning.

## 6. Revised Harbour Planning Principles

6.1 To reflect the various aspects mentioned in paras. 5.1 to 5.4, the Harbour Planning Principles are modified as follows (as show italic) :

- ◆ Give tourism, *public* and recreation uses which can benefit from waterfront access priority in the Inner Harbour, while balancing the needs of other uses;
- ◆ Group tourist attractions *and public uses* in clusters *to enhance public enjoyment*;
- ◆ Consolidate tourism clusters, *leisure and recreational uses* in and close to the Inner Harbour;
- ◆ Locate secondary tourism nodes and recreation uses around the Outer Harbour;
- ◆ Improve pedestrian accessibility to the waterfront from public transport access *and pedestrian nodes*;

- ◆ Provide greater continuity of waterfront promenades to link tourism clusters *and open spaces for public enjoyment*;
- ◆ Integrate hinterland areas with the waterfront *in a comprehensive and sustainable framework* through improved visual, landscape and pedestrian linkages; and
- ◆ Minimize physical and visual intrusion into the Harbour and preserve natural coastline.

## 7. Advice Sought

### 7.1 Members are invited to :

- i) comment and agree to the revised Harbour Planning Principles which would then form the basis for planning of the existing and new waterfront; and
- ii) agree to submit the revised Harbour Planning Principles and comments from Members to the Harbourfront Enhancement Committee for deliberation/endorsement.

Planning Department  
July 2004

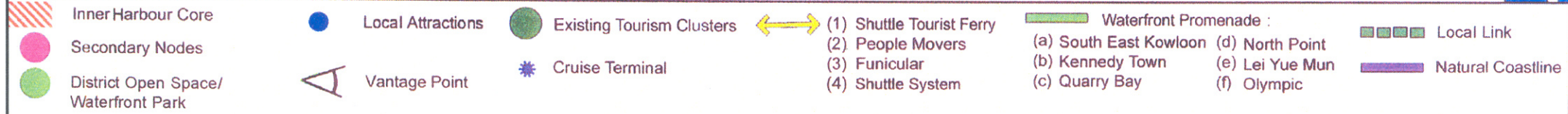
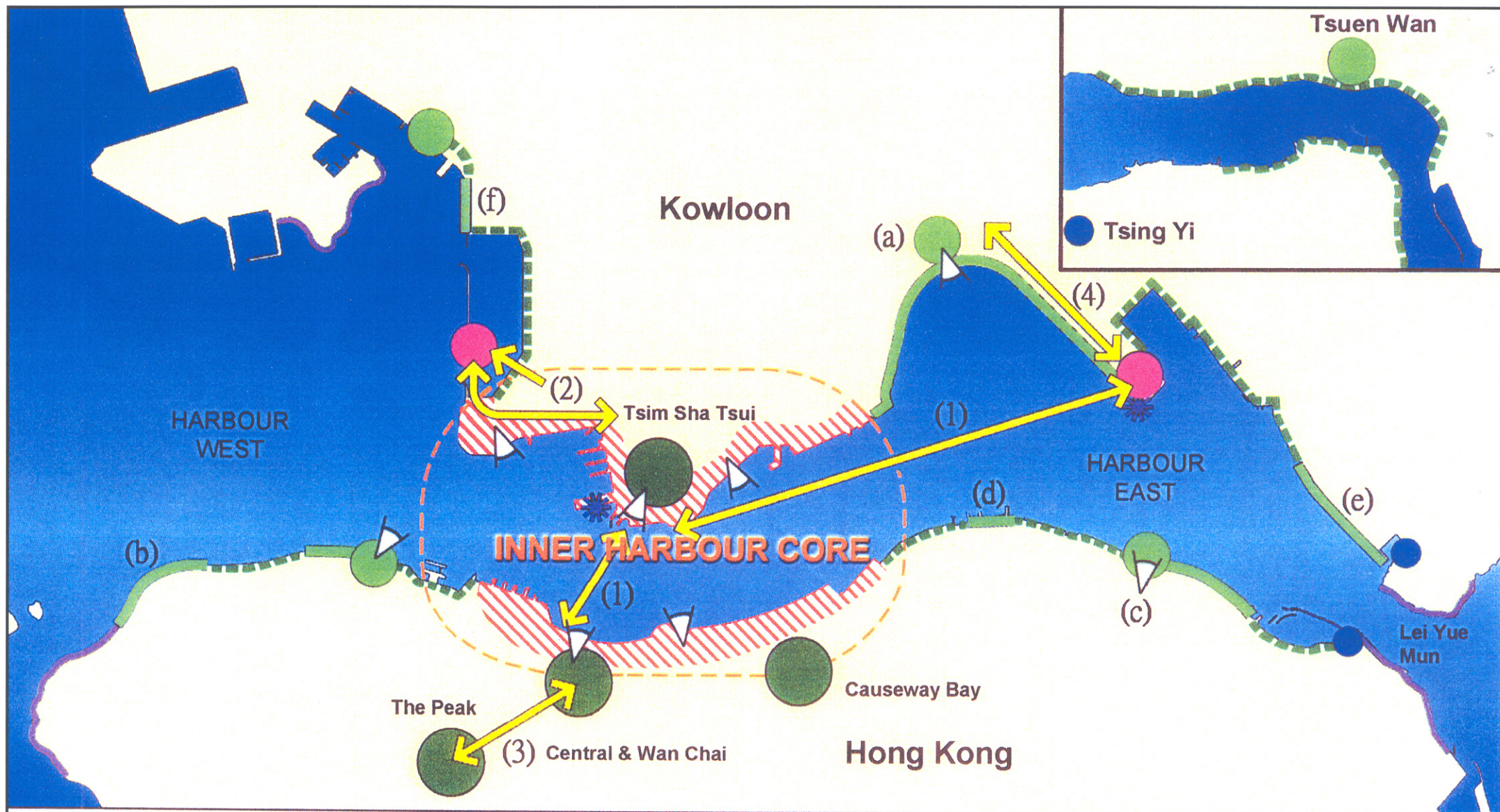
Vision and Goals for Victoria Harbour of Town Planning Board

Vision:

To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life

Goals:

1. To bring the people to the Harbour and the Harbour to the people;
2. To enhance the scenic views of the Harbour and maintain visual access to the harbour-front;
3. To enhance the Harbour as a unique attraction for our people and tourists;
4. To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links;
5. To facilitate the improvement of the water quality of the Harbour; and
6. To maintain a safe and efficient harbour for the transport of people and goods and for the operation of an international hub port.



# Harbour Planning Framework

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

**Potential Enhancement Areas Overview**

**1. Purpose**

1.1 The paper presents areas along the existing waterfront in the Victoria Harbour that have potential for enhancement. Members are invited to note these potential enhancement areas and may suggest suitable area for more detailed study.

**2. Potential Enhancement Areas**

2.1 Apart from the proposed reclamation, most of the waterfront sites around the Harbour are existing land but some of them are not environmentally pleasant for public enjoyment, or simply lack of vibrant activities. To bring about physical improvement to such existing waterfront, potential enhancement areas are identified for which improvement initiatives could be formulated.

2.2 Through small-scale improvement initiatives, essential linkages can be provided to integrate fragmented public spaces with adjoining areas, new or existing, and the hinterland to strengthen vitality and provide space for public enjoyment. The existing waterfront, if improved, will complement with the new waterfronts under planning to form an extensive network where open space and waterfront promenade are developed for public uses. For some existing waterfront locations, organising suitable activities, without introducing substantial construction works, can attract visitors and make the waterfront more vibrant and interesting.

2.3 A set of criteria as outlined in HEC Paper No. 5/2004 (HEC on 6 May, 2004) has been used as a basis to identify potential enhancement areas. Details of the selection criteria are listed in **Annex I**. In essence, potential enhancement areas should avoid major problems such as planning and engineering constraints, and that the improvement work can benefit pedestrians and the general public.

2.4 Since new waterfront areas at Wan Chai and South East Kowloon will be examined under separate studies, enhancement initiatives will focus on the existing waterfront. As existing waterfront covers extensive areas, improvement initiatives could be prioritised and focused within selected area for more effective management where the Committee can undertake constant review.

2.5 A review of existing waterfront areas revealed that three locations around the Harbour may have potential for enhancement. They are the Hung Hom waterfront, Sheung Wan Gala Point, and Central Ferry Piers. Their locations are shown in **Annex II**.

### **3. Overview of Potential Enhancement Areas**

#### Hung Hom Waterfront

3.1 The existing waterfront promenade in Kowloon extends from Tsim Sha Tsui Star Ferry Pier eastward to the western edge of Hung Hom. There is another section of promenade which starts at Hung Hom Ferry Pier to Laguna Verde. However, the continuity of the waterfront promenade is interrupted by a section of unused waterfront (about 500m) fronting Hung Hom Bay (shown hatched green on **Plan 1**). If this missing link can be developed into a waterfront promenade, a continuous harbourfront promenade totalling about 5km in length, can be established along the southern shore of Kowloon Peninsula. In the longer term, it may also create a unique opportunity for integration with the local community, proposed commercial uses and hotel development.

3.2 Whilst some of the proposed developments at the Hung Hom waterfront (such as the comprehensive development area, open space) are unlikely to be implemented in the near future, the waterfront may still be developed on a temporary basis, so as to provide a continuous link along the waterfront from Tsim Sha Tsui to Hung Hom/Kowloon City. The developer of the hotel under construction has already expressed interest to build a short section of waterfront promenade directly abutting his hotel site. It is possible to negotiate with the developer to extend the promenade up to Hung Hom Ferry Pier, so as to provide a continuous waterfront promenade.

#### Sheung Wan Gala Point

3.3 Located to the west of the Hong Kong-Macau Ferry Terminal (HK-MFT), Gala Point was previously used as a flea market. Adjoining an existing bus terminus with other public transport facilities at the HK-MFT and designated as open space, the area has the potential to integrate with the planned Sun Yat Sen Memorial Park to the west in the longer term.

3.4 The site is planned for an open space but it also needs to integrate a stormwater pumping station which is required to relieve flood risk in Sheung Wan, and in longer term, control facilities proposed under the Harbour Area Treatment Scheme. Close integration amongst these facilities is needed both in physical design and implementation programme. The planned pumping station will include suitable landscape treatment to avoid adverse visual impact. Drainage Services Department will further examine detail layout of the planned installation, and consult relevant bodies accordingly. The appearance of the area is shown in **Plan 2**.

#### Central Ferry Piers

3.5 Abutting a section of waterfront open space, area at the Central Ferry Piers comprises a number of pier structures (Piers 1 to 7) and a roof deck with pedestrian connection linking Pier 3 with adjoining office tower. At ground level, landscaping planting and public sitting areas have been established for public use. On the rooftop of Piers 2 and 3,



landscape gardens managed by the Leisure and Cultural Services Departments are accessible to the public. With these fabrics, attention can be focused on ways in which different events can be attracted and staged to improve vibrancy of the area. The appearance of the areas is shown in **Plan 3**.

3.6 Construction work is in progress around Pier 7 for new pier structures, public facilities and waterfront promenade as part of the works of Central Reclamation Phase III. For reasons of public safety, works areas around Pier 7 and along Man Yiu Street have been enclosed with the erection of boundary fence to separate pedestrian from construction areas. The two main sections of boundary fence at Pier 7 and along Man Yiu Street are about 50m and 275m respectively. As the road is a major pedestrian route leading to the ferry piers, there is scope to utilize the hoarding along Man Yiu Street and outside Pier 7, which may have the potential for beautification into something like gallery windows for public art and visual display. The public can be engaged in the design and beautification works of these hoardings. Existing appearance of the areas is shown in **Plan 4**.

#### **4. Improvement Initiative**

4.1 Under the current practice, waterfront promenade and public open space are designed and constructed by government departments through the established mechanism under the public works programme (PWP). The PWP aims to ensure orderly allocation of resources for all government projects. However, with the current budgetary constraint, project implementation may be a matter of concern. To reflect changing public aspiration and the drive for high quality design, a more innovative approach in designing public space would also need to be sought.

4.2 Design of public spaces can emerge from professional as well as community groups through invitation or design competition. For implementation, other than solely public-led, the approach of public-private sector partnership is gradually becoming a valid option. The Avenue of Star at Tsim Sha Tsui is a significant step and valid example insofar as public-private partnership is concerned.

4.3 Government departments are exploring opportunity to improve our waterfront for the benefits of local residents and visitors. With tourism industry flourishing once again, different improvement concepts are in the making and may soon come to light. Tourism Commission is examining scope of improving the Golden Bauhinia Square outside the Convention and Exhibition Centre at Wan Chai to strengthen its role as a key tourist venue. Upon formulation of development concept, Tourism Commission will then present the proposal to the Harbourfront Enhancement Committee.

4.4 Whilst public-private partnership is one of the options in project implementation, depending on the scale and complexity of the improvement initiatives, it is more flexible to select a mechanism that suits the unique circumstances of a particular location, rather than adopting a standard approach. Detailed assessment could be conducted on individual project basis.

4.5 With establishment of the Sub-committee on Harbour Plan Review, evaluation of different options and selection of suitable approach for different enhancement initiatives would be reviewed after a priority area has been identified for further study.

## **5. Advice Sought**

5.1 Members are invited to :

- (i) note and comment on the potential enhancement areas;
- (ii) recommend suitable area for further study; and
- (iii) note that recommendation and comments from Members will be submitted to the Harbourfront Enhancement Committee for further deliberation.

**Attachment**

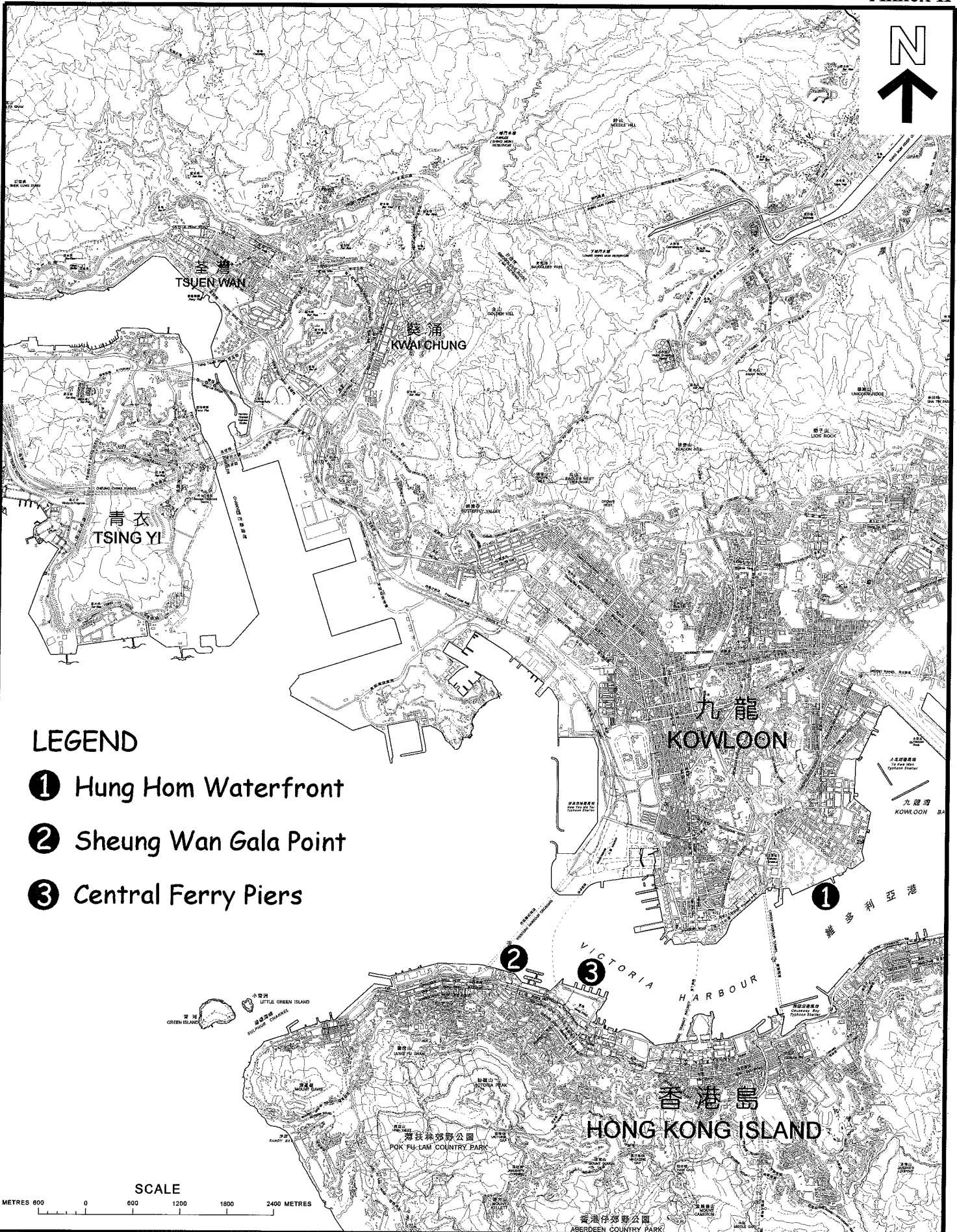
- Annex I**      Criteria for Selection of Potential Enhancement Areas
- Annex II**     Locations of Potential Enhancement Areas
- Plan 1**        Potential Enhancement Area – Hung Hom Waterfront
- Plan 2**        Potential Enhancement Area – Sheung Wan Gala Point
- Plan 3**        Potential Enhancement Area – Central Ferry Piers
- Plan 4**        Boundary Fence Around Pier 7

**Planning Department**

**July 2004**

Criteria for the Selection of Potential Enhancement Areas

- i) Area generally accessible by pedestrians;
- ii) In close proximity to activity or transport node;
- iii) On Government land;
- iv) With potential to integrate with other improvement works;
- v) With potential to integrate with adjoining development;
- vi) With potential to integrate with hinterland;
- vii) No land use or programming conflict with planned or on-going development works; and
- viii) Not solely or substantially relying on private sector.

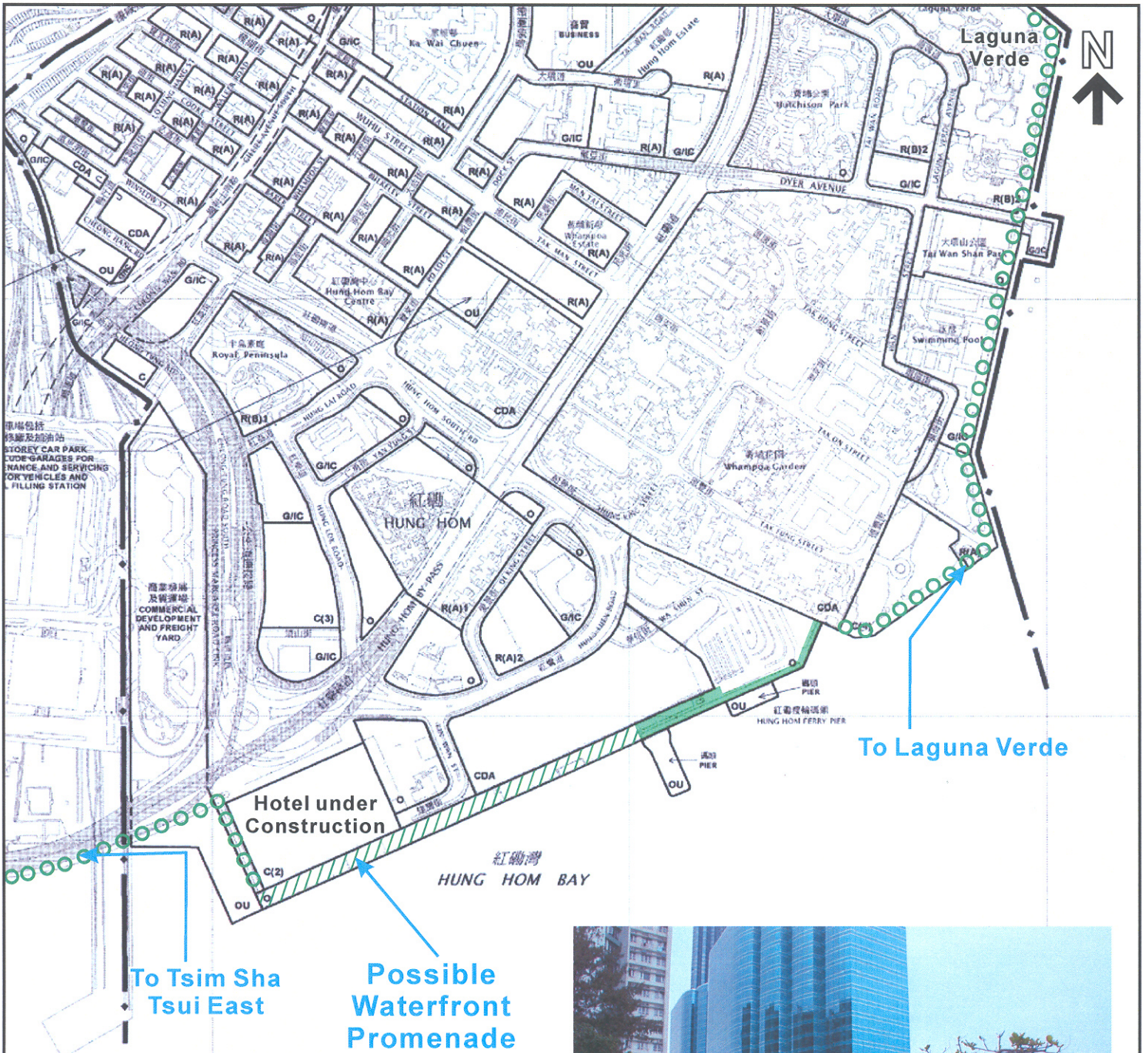


**LEGEND**

- ①** Hung Hom Waterfront
- ②** Sheung Wan Gala Point
- ③** Central Ferry Piers

**POTENTIAL ENHANCEMENT AREAS**





POTENTIAL ENHANCEMENT AREA  
**HUNG HOM WATERFRONT**

PLANNING  
 DEPARTMENT



PLAN REF.: M/SR/04/39\_1

PLAN

DATE: 27 - 7 - 2004

1



西區海底隧道通風大樓  
WHC VENTILATION BUILDING

商業附連公共車輛總站及公眾停車場  
COMMERCIAL CUM PUBLIC  
TRANSPORT TERMINUS AND PUBLIC CAR PARK

高架行人走廊 (有待詳細設計)  
ELEVATED WALKWAY  
(SUBJECT TO DETAILED DESIGN)

西區海底隧道  
WESTERN HARBOUR CROSSING

Proposed Link to Future  
Sun Yat Sen Memorial Park

港澳客輪碼頭  
HK - MACAU FERRY TERM

中山紀念公園  
Sun Yat Sen Memorial Park

中區污水隔濾廠  
Central Sewage  
Screening Plant

消防局  
Fire Station

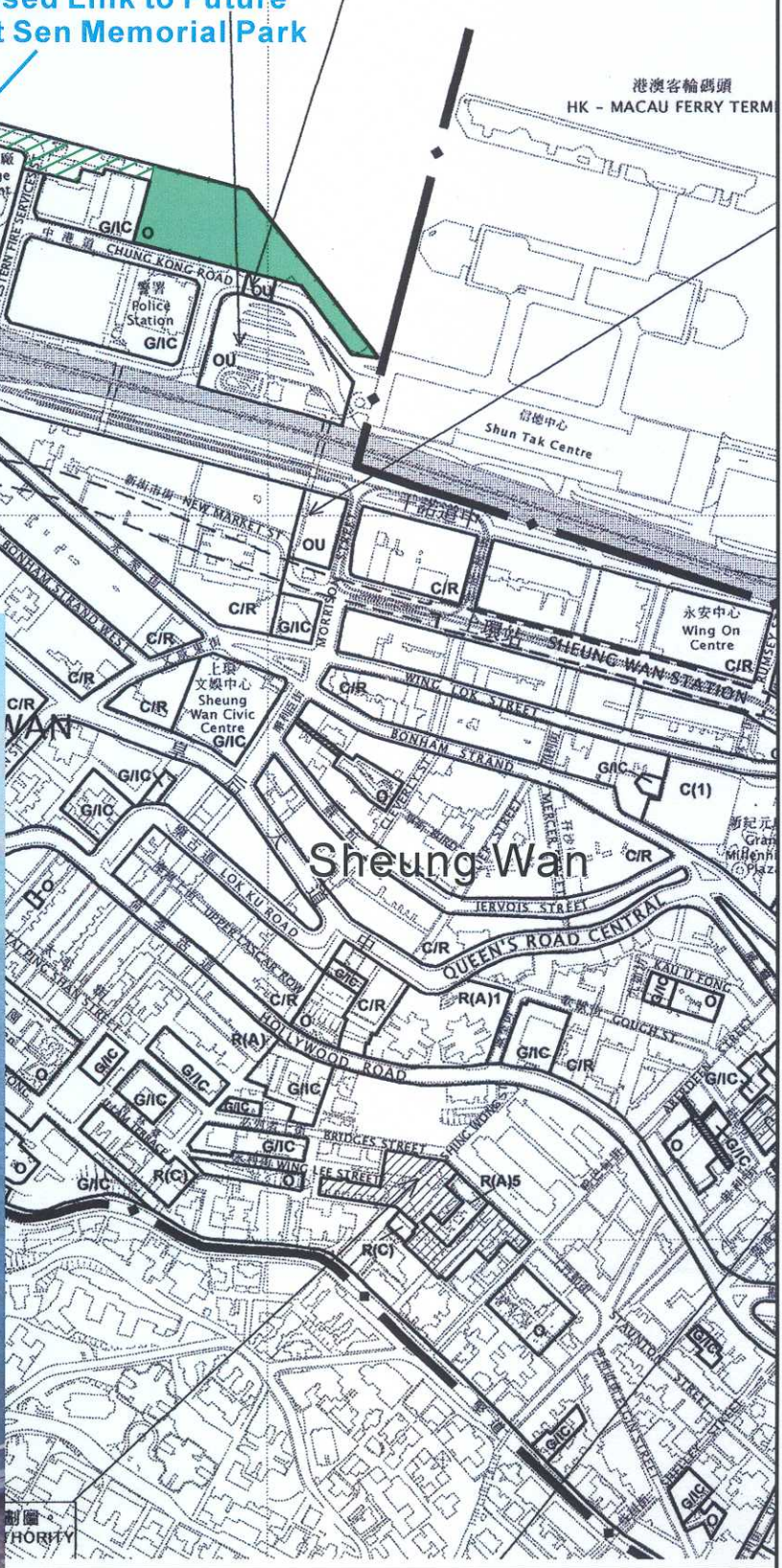
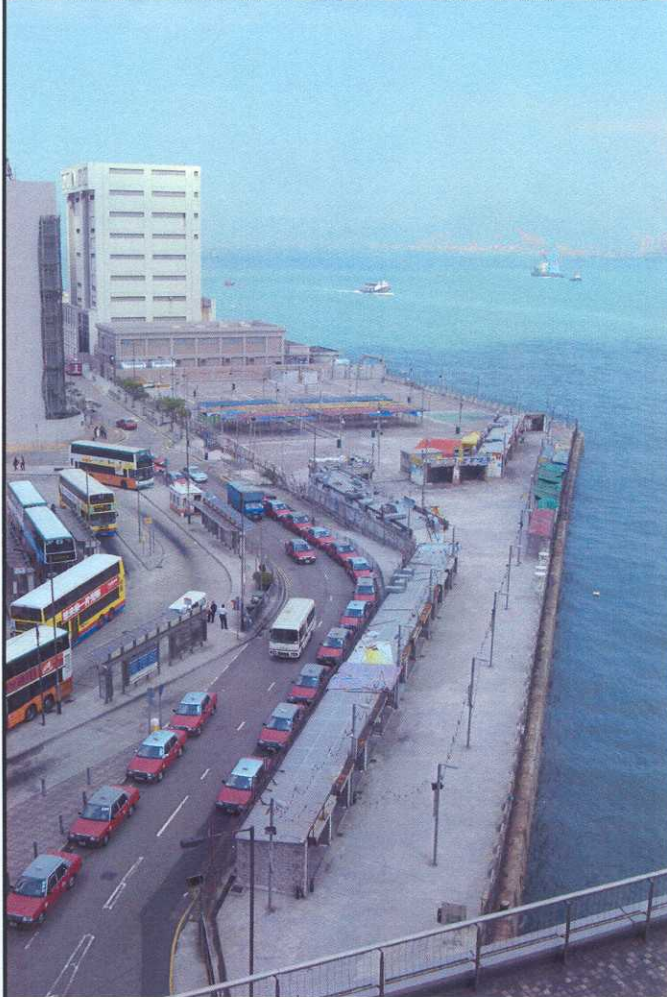
警署  
Police  
Station

信德中心  
Shun Tak Centre

永安中心  
Wing On  
Centre

上環  
文娛中心  
Sheung  
Wan Civic  
Centre

Sheung Wan



POTENTIAL ENHANCEMENT AREA  
SHEUNG WAN GALA POINT

PLANNING  
DEPARTMENT

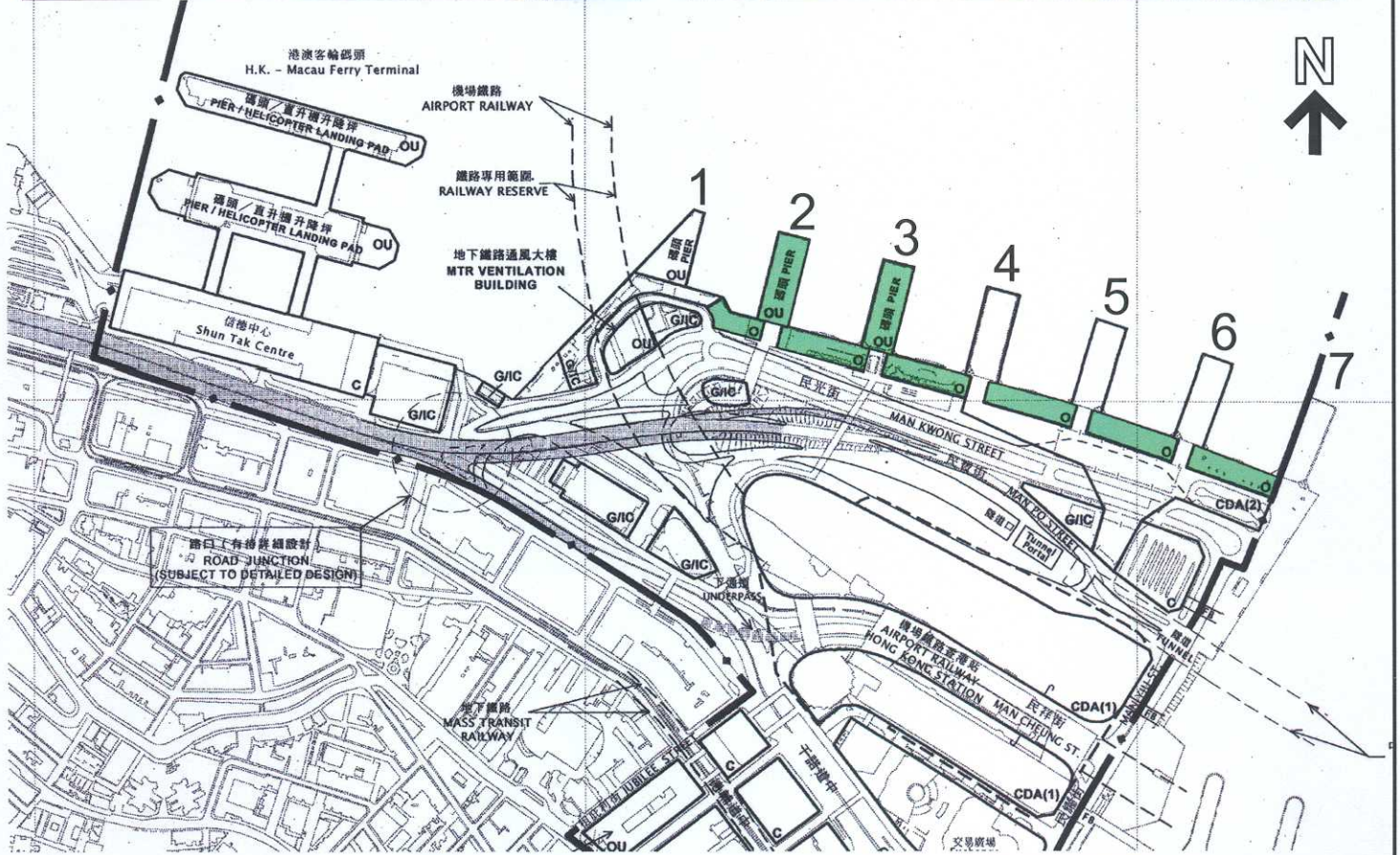


PLAN REF.: M/SR/04/39\_3

PLAN

DATE: 27 - 7 - 2004

2



**POTENTIAL ENHANCEMENT AREA  
CENTRAL FERRY PIERS**

**PLANNING  
DEPARTMENT**



PLAN REF.: M/SR/04/39\_5

DATE: 27 - 7 - 2004

PLAN

3

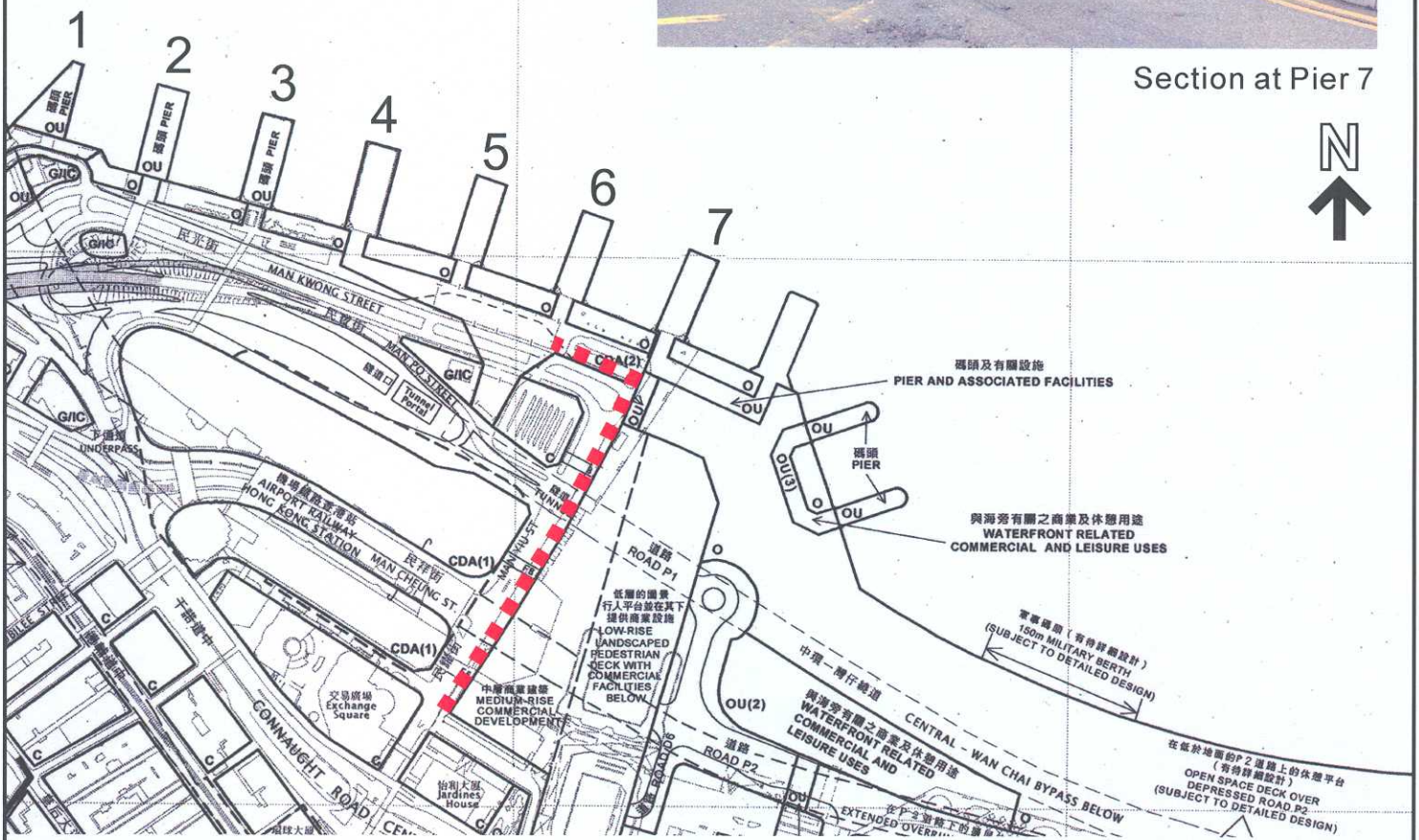




Man Yiu Street



Section at Pier 7



**BOUNDARY FENCE AROUND PIER 7**

**PLANNING DEPARTMENT**



PLAN REF.: M/SR/04/39\_6

PLAN

DATE: 27 - 7 - 2004

4