

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

Sixth Meeting

Date: 30 March 2005

Time: 2:30pm

Venue: Conference Room, 15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Agenda

- 1. Confirmation of Minutes of Last Meeting**
- 2. Matters Arising**
- 3. Progress on Central Ferry Piers Participatory Programme
[PlanD] (Paper No. 5/2005)**
- 4. Progress on Harbour Planning Principles [PlanD] (Paper No. 6/2005)**
- 5. Harbour Planning – Approach and Process [PlanD] (Paper No. 7/2005)**
- 6. Any Other Business**

*Secretary, Sub-committee on
Harbour Plan Review
March 2005*

HEC Sub-Committee on Harbour Plan Review

Progress on Central Ferry Piers Participatory Programme

Purpose

1. This paper reports on the latest progress of the Central Ferry Piers Participatory Programme (the Programme).

Background

2. The Task Group on Central Ferry Piers decided on 2 September 2004 to invite private contractor to provide logistic services to the Programme. Invitation for submission to undertake the Programme was sent to prospective bidders on 25 January 2005. Planning Department held a briefing session, which was attended by 14 representatives from 9 firms/organizations, on 1 February 2005 to explain details of the Programme. Upon the closing date on 22 February 2005, only one submission from the CityU Professional Services Limited was received.

The submission

3. CityU Professional Services Limited is a subsidiary company under the City University of Hong Kong (the University). The proposed study team is headed by the Chair Professor and Head of the Department of Building and Construction of the University as Project Director. Three study teams, namely Technical Planning Team, Data Collection Team and Design and Planning Team comprising of academic staff and the student workers are proposed under the Project Director.
4. In accordance with the tender document, the submission proposes a series of study events, including brainstorming session, questionnaire survey, exhibition, workshop and public forum to gauge public opinion. Through extensive public engagement events, a design brief for reference of the Government or other organizations in planning and management of the study areas will be prepared in concluding the Programme.

Assessment

5. An Assessment Panel (the Panel), composed of representatives from the Planning Department (Sub-Regional Planning and Urban Design) and Civil Engineering and Development Department on port and pier works, met on 10 March 2005 to consider the submission. After examining the technical and fee proposals of the submission in detail, the Panel decided to appoint the sole bidder to undertake the Programme. Members of the Panel however agreed that the bidder should be invited to further strengthen all planned tasks and manpower plan for the satisfactory completion of tasks in accordance with planned schedule.
6. The assessment result was reported to the Task Group on Central Ferry Pier Participatory Programme at its meeting on 17 March 2005.

Next Step

7. The Programme is planned to commence in April for completion by the end of 2005. The Task Group would be re-constituted to include representatives from community groups and Government departments to oversee the Programme. Central & Western District Council and Islands District Council have been invited to nominate representatives to the task group.
8. Since the Programme includes numerous public events, working group may need to be formed to supervise detail planning and execution of tasks. Members of the Task Group and representatives from relevant Government departments will be invited accordingly.

Secretariat

HEC Sub-committee on Harbour Plan Review

March 2005

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

Progress on Harbour Planning Principles

1. Propose

This paper aims to inform Members of the Harbour Planning Principles, attached at **Annex I** and Chinese translation at **Annex II**, to be presented for consultation purposes, and the tentative consultation timetable.

2. Background

2.1 A set of Harbour Planning Principles was presented to the Harbour-front Enhancement Committee (HEC) on 13 January 2005. (Paper No. 4/2005) The meeting agreed that the set of Harbour Planning Principles should be accepted as a working document for consultation. Town Planning Board (TPB), district councils, Legislative Council (LegCo) and Executive Council (ExCo) should be consulted and informed.

3. Way Forward

3.1 The Harbour Planning Principles (**Annexes I & II**) was initially scheduled presentation to the TPB on 11 March 2005. However, the submission was deferred due to agenda arrangement and the submission is now rescheduled for 8 April 2005. Delegation from the Sub-committee on Harbour Plan will attend the scheduled meeting and present the principles to the TPB.

3.2 After the TPB submission, further consultation with district councils will be arranged in May 2005 through a joint session with invitation extending to all district councils within the Harbour. Planning Department, working in conjunction with the HEC, will arrange the event. LegCo and ExCo will also be informed of the Harbour Planning Principles, tentatively in May, after further liaison with HEC Secretariat.

3.3 Members are invited to note the harbour planning principles at Annexes and planned tasked as outlined above.

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

Harbour Planning Vision

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

Harbour Planning Mission

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

Harbour Planning Principles

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

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

Preserving Victoria Harbour as a Natural, Public and Economic Asset

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

Victoria Harbour as Hong Kong's Identity

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

A Vibrant Harbour

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

An Accessible Harbour

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

Maximizing Opportunities for Public Enjoyment

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

Integrated Planning for a World-class Harbour

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

Sustainable Development for the Harbour

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

Early and Ongoing Stakeholder Engagement

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

維多利亞港及其海旁地帶

理想、使命及規劃原則

海港規劃理想

維多利亞港：港人之港，活力之港。

海港規劃使命

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

海港規劃原則

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

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

保存維多利亞港作為香港市民的天然、公眾和經濟資產

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

維多利亞港作為香港的標誌

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

朝氣蓬勃的海港

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

交通暢達的海港

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

盡量增闢公眾可以享用的地方

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

世界級海港的綜合規劃

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

可持續發展的海港

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

及早和持續地讓社會人士參與維港工作

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

共建維港委員會

海港計劃檢討小組委員會

二零零五年三月

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

Harbour Planning – Approach and Process

PURPOSE

1. This paper elaborates on the approach and process for harbour planning and the tasks under the Harbour Plan Review.

BACKGROUND

2. The Sub-committee on Harbour Plan Review (the Sub-committee) of the Harbour-front Enhancement Committee (HEC) discussed Paper No. 10/2004 “Harbour Plan District-Based Study – Approach and Process” on 24 November 2004. After discussion, the Sub-committee requested the Task Group on Harbour Planning Principles (the Task Group) to refine the proposed framework. A paper titled ‘Harbour Plan District-Based Study’ (No. 1/2005) was presented to the Sub-committee on 26 January 2005. Members provided further comments and requested the Task Group to consider them prior to submitting the paper to the Sub-committee and HEC. This paper is prepared taking into account comments of the Sub-committee and the Task Group.

HARBOUR PLANNING

3. The Harbour Plan Review tasks are as follow:

Integrated Harbour Planning Framework

- a. Develop and monitor the Harbour Planning Principles;
- b. Develop harbour planning guidelines and harbour-front enhancement initiatives;
Review impact of territorial requirements on harbour-front land uses and land/water interfaces;
- d. Review implementation and management mechanisms;
- e. Decide on strategy and priorities for each study district;
- f. Monitor harbour-front land use, land/water interface and infrastructural project inventory, and review specific projects as and when needed;

District Based Reviews

- g. Review existing, planned and possible uses;
- h. Review opportunities and constraints;
- i. Prepare options with input from public;
- j. Integrating and interfacing with on-going studies and proposals;
- k. District proposals and projects (for both land use and land/water interfaces);
- l. Integrated district concept plan; and
- m. District implementation and management plans.

INTEGRATED HARBOUR PLANNING FRAMEWORK

4. The Harbour Planning Principles, promulgated in the Harbour Plan Study in early 2003, provide a broad framework for integrated planning of our harbour-fronts and the adjoining areas. The Harbour Planning Principles were revised by the Task Group, taking into account the changing community aspirations. They were agreed by the HEC on 13 January 2005 as a 'living' document to facilitate future updates incorporating feed-back from further consultation. The principles will be submitted to the Town Planning Board on 8 April and scheduled for submission to the Legislative Council on 26 April, 2005.
5. Apart from the principles, initiatives to enhance both the vibrancy and vitality of the harbour, together with practical guidelines that include specific measures or references for harbour planning, are being identified and promoted.
6. A planning framework on how to accommodate different competing uses for the limited land available around the harbour will be formulated to balance the needs and interests of different sectors of the community. In this connection, a wide range of infrastructure, land/water interface and territorial land use requirements – including for marine, residential, commercial/office, utilities, transport, leisure/cultural and other uses – to support Hong Kong's economy, leisure, tourism, and physical and marine environment will be reviewed on an ongoing basis.
7. Other than land around the Harbour, the water body itself is available for a range of marine users and facilities, which contribute to the vibrancy of the harbour. These include marine traffic, berthing, and mooring facilities. Commercial, leisure and tourism uses in the Harbour will have implications on land use at the adjoining waterfront areas and the need for land/water interface facilities. Compilation of the existing marine uses and facilities in Victoria Harbour will be prepared, so as to facilitate review of potential/desired uses and facilities in the future, if necessary.
8. Findings from major planning studies completed in recent years will be brought into the context of harbour planning for the formulation of an **Integrated Harbour Planning Framework**. Existing and future strategic studies and plans such as Harbour Plan Study, HK2030, Port 2020, other sub-regional planning studies and topical studies such as on heliports, cruise terminals, cultural facilities, etc will be taken into account. Where needed, additional studies and reviews will be conducted to update the available information and analyses.
9. Strategies will be formulated with input from the public regarding the institutional arrangements for the implementation and the management of the harbour planning related projects and plans. This will be handled by a separate group under HEC.
10. In the meantime, the Planning Department has prepared an inventory of land uses, land/water interfaces and infrastructure development projects, both current and planned, along the waterfront. The "Inventory of Known (Planned and Proposed) Project at Harbourfront" will be regularly updated and the status and progress of individual projects will be monitored. Projects under planning will be reported by the relevant Departments. Ad hoc reviews of specific projects will be considered as and when deemed necessary.

DISTRICT BASED REVIEWS

11. In reviewing the Harbour Plan, District Based Reviews will be implemented to examine existing land uses and the scope for harbour-front enhancement, both long and short term, during which the local communities will be engaged in setting out a vision and plans for their own environment.

12. Community input, especially at district level, is crucial to the district study process. Public engagement programmes will be conducted and integrated into the overall planning assessment process. Taking into account comments from Members and the various models advocated by Members' organizations for participatory and consensus building programmes, the District Based Reviews will be based on model for the Harbour-front Enhancement Review for Wanchai and Adjoining Areas, and adjusted based on feed-back as needed.

13. The approach and tasks of the District Based Reviews will be reconsidered at the completion of each District Based Review, so that the study approach and the tasks to be undertaken could be refined with comments from Members, if necessary, prior to other subsequent reviews and studies.

14. The Sub-committee meeting, on 6 October 2004, agreed to divide the waterfront areas into 7 study districts taking into account the following factors:

- Geography;
- Existing land use patterns and infrastructure;
- Development opportunities; and
- Manageability of the studies.

The 7 study districts are:

- South East Kowloon (Ma Tau Kok to Yau Tong/Lei Yue Mun);
- Kowloon Central (Tsim Sha Tsui to Hung Hom);
- West Kowloon;
- Western Harbour (Yau Ma Tei, Sham Shui Po, Kwai Tsing and Tsuen Wan).
- Hong Kong Island East (Chai Wan to North Point);
- Central, Wan Chai and Causeway Bay; and
- Hong Kong Island West (Sheung Wan to Kennedy Town).

15. The boundary of the study district, including the adjoining hinterland, will first be drawn up as an initial reference, and can be further refined by the responsible sub-committee/task group as the study progresses, taking into account local circumstances and planning issues that may emerge during the study process. In the review process, due regard will be paid to "cross-boundary" development issues, and hence the boundaries of the study districts will not be considered as being rigid.

SCHEDULE OF DISTRICT BASED REVIEWS

16. A number of reviews are in progress for West Kowloon (West Kowloon Cultural District tender and public consultation exercise), South East Kowloon (Kai Tak), Wan Chai and Adjoining Areas, and the Central Ferry Piers.

17. With the Tsim Sha Tsui waterfront beautification project already underway, engaging Hung Hom as the next District Based Review will allow the completion of reviewing the waterfront areas for the entire Kowloon Central as a whole.

18. With an extensive programme due to commence for the Central Ferry Piers Participatory Programme in April 2005, events planned for the Hung Hom public engagement programme, which also require substantial resources, will be scheduled to commence after the public activities for the Central Ferry Piers Participatory Programme have been concluded.

19. Whilst most of the planning tasks will be undertaken by the Planning Department, consultants/contractors will need to be commissioned to organize the community participatory programme. The baseline review for Hung Hom has been completed with findings presented to the Sub-committee on 26 January 2005 (Paper No. 3/2005). The baseline review against the agreed Harbour Planning Principles was supported by Members, and community engagement can be instigated. The Hung Hom review process can be completed in about 14 months' time.

20. The district assessment, including community participation programme, for the Kowloon Central (Hung Hom) study is estimated to be completed mid-2006, as indicated below:

- | | |
|------------------------------|--------------------------------|
| • Baseline Stage | (2 months) (already completed) |
| • Envisioning Stage | (3 months) |
| • Options Stage | (4 months) |
| • Embody Stage | (5 months) |
| • Implementation Arrangement | (2 months) |

21. After Kowloon Central, we will embark on reviews of the other study districts. The scope and commencement date of other District Based Reviews are to be determined based on the circumstances of individual study district, complexity of issues identified, the scale of specific feasibility and impact assessments involved and the resources available.

22. In the meantime, as part of the Integrated Harbour Planning Framework, an "Inventory of Known (Planned and Proposed) Project at Harbourfront" has been prepared of land use, land/water interface and infrastructural projects which will be monitored for ad hoc reviews as and when deemed necessary.

23. To summarize, the status of each study district is as follows:

<u>Study Districts</u>	<u>Status/Remarks</u>
South East Kowloon	Review in progress
Kowloon Central	
(Tsim Sha Tsui (TST))	Area Improvement Plan study in progress
(TST Waterfront Promenade)	Work in progress
(Hung Hom)	Baseline completed, consultation after key events for the Central Ferry Piers concluded
West Kowloon	Under consultation
Western Harbour (Yau Ma Tei/Tusen Wan)	Start date to be determined
Hong Kong Island East	Start date to be determined
Central, Wan Chai and Causeway Bay	
(Wanchai and Causeway Bay)	WD2 Review in progress
(Central)	Land formation in progress, based on Outline Zoning Plan, review as required
Hong Kong Island West	Start date to be determined
<u>Other Relevant Studies</u>	<u>Status/Remarks</u>
Study on Piers and Landing Steps	Study in progress
Study on Greening Master Plan	Study in progress
Central Ferry Piers Participatory Programme	To be launched in April

INITIATING STUDIES AND REVIEWS

24. Prior to commencing a review or study under the Integrated Harbour Planning Framework or the District Based Reviews, the Sub-Committee will seek endorsement from the HEC and support for the finance required for engaging consultants to conduct the necessary tasks, for facilitating all members of the community to participate, and for all information to be made publicly available continuously during all studies and reviews. After HEC endorsement, study briefs for the purpose of engaging consultants and other service providers will be prepared accordingly. Further, the HEC will be asked to identify the appropriate group within the HEC to co-ordinate each study or review process.

ADVICE SOUGHT

25. Members of the Harbour Plan Review Sub-Committee are invited to note the approach, process and tasks detailed above, and to agree to submit the paper to the HEC for endorsement as the basis for Harbour Planning and the Harbour Plan Review.