

**25th Meeting of Harbour-front Enhancement Committee
held at 2:30 pm on 23 February 2009
at 15/F, North Point Government Offices, 333 Java Road, Hong Kong**

Minutes of Meeting

Present

Prof Lee Chack-fan	Chairman
Dr Andrew Thomson	Representing Business Environment Council
Prof Wong Sze-chun	Representing Chartered Institute of Logistics and Transport in Hong Kong
Dr Ng Mee-kam	Representing Citizen Envisioning@Harbour
Mr Vincent Ng	Representing Hong Kong Institute of Architects
Mr Kim Chan	Representing Hong Kong Institute of Planners
Mr Yu Kam-hung	Representing Hong Kong Institute of Surveyors
Ir Dr Greg Wong	Representing Hong Kong Institution of Engineers
Mr Shuki Leung	Representing Real Estate Developers Association of Hong Kong
Mr Paul Zimmerman	Representing Society for Protection of the Harbour Limited
Mr Michael Hui	
Mr Jimmy Kwok	
Mr Samuel Mok	
Mr Raymond Young	Permanent Secretary for Development (Planning and Lands)
Mr Philip Yung	Deputy Secretary (Transport)1, Transport and Housing Bureau (THB)
Mr C K Hon	Project Manager/Hong Kong Island and Islands, Civil Engineering and Development Department (CEDD)
Mrs Ava Ng	Director of Planning
Mr Herbert Leung	Deputy Director of Lands (General)
Ms Alice Cheung	Secretary
 <u>In Attendance</u>	
Ms Gracie Foo	Deputy Secretary (Planning and Lands)1, Development Bureau (DEVB)
Ms Lydia Lam	Assistant Secretary (Planning)3, DEVB
Mr C B Mak	Chief Engineer/Kowloon East, CEDD
Mr Raymond Wong	Assistant Director of Planning/Territorial

For Item 1

Mr Nathaniel Jannetti	Worcester Polytechnic Institute (WPI)
Ms Aubrey Scarborough	WPI
Ms Elizabeth Tuite	WPI
Mr Paul Smith	WPI

For Item 5

Mr Timothy Leung,	Chief Engineer/Kowloon West, CEDD
Mr C B Mak	Chief Engineer/Kowloon East, CEDD
Mr Harry Louie	Senior Engineer/4 (Kowloon), CEDD

Absent with Apologies

Dr Alvin Kwok	Representing Conservancy Association
Prof Carlos Lo	Representing Friends of the Earth
Mr Leslie Chen	Representing Hong Kong Institute of Landscape Architects
Mr Mason Hung	Representing Hong Kong Tourism Board
Mr Nicholas Brooke	
Dr Anissa Chan	
Mr David Ho	
Mr Patrick Lau	
Mr Derrick Pang	
Mr Andrew Tsang	Assistant Director(2), Home Affairs Department

Action

Welcoming message

The Chairman welcomed all attending the 25th meeting of the Harbour-front Enhancement Committee (HEC), in particular Ms Gracie Foo, who had taken over from Mrs Susan Mak as Deputy Secretary (Planning and Lands)¹ of DEVB with effect from 12 February 2009; and Ms Alice Cheung, who had taken up the post of Principal Assistant Secretary (Harbour), heading the new harbour team set up in DEVB with effect from 16 February 2009. Ms Cheung had also taken over from Miss Amy Yuen, Principal Assistant Secretary (Planning and Lands)², as Secretary to HEC. **The Chairman** thanked Mrs Mak and Miss Yuen for their contribution to HEC in the past years.

Item 1: HEC Briefing - An Evaluation of 48 Leisure and Cultural Sites along Victoria Harbour, Suggestions for a Vibrant Hong Kong Harbourfront

1.1 **The Chairman** invited Mr Paul Zimmerman, who proposed this item, to introduce the briefing. **Mr Zimmerman** said that on 29 April 2008, HEC was briefed on “*Four Tourists and Hong Kong's Harbourfront: A Survey of the Waterfront of Victoria Harbour*”, which was conducted by four students from WPI. In January this year, another group of four students from WPI had come to Hong Kong and completed a study on “*An Evaluation of 48 Leisure and Cultural Sites along Victoria Harbour, Suggestions for a Vibrant Hong Kong Harbourfront*”. **Mr Zimmerman** invited Mr Nathaniel Jannetti, Ms Aubrey Scarborough, Ms Elizabeth Tuite and Mr Paul Smith (the study team) to present the findings of their study. A copy of the report¹ was tabled and their PowerPoint was attached at Annex.

1.2 **Mr Zimmerman** said that most of the sites around the harbour were owned by Government departments, except a few by the private sector. He said that the students had only reviewed those owned by the Leisure and Cultural Services Department (LCSD). Those sites owned by other Government departments could be reviewed in a similar way.

1.3 **Ir Dr Greg Wong** asked about the purpose of some structures such as a green thick wall along the harbourfront presented in the PowerPoint. **Mr Jannetti** said that the study team was given to understand by LCSD that the wall was constructed on a typhoon shelter breakwater to prevent flooding. Although they had suggested LCSD to replace the wall with a nice promenade fence, LCSD advised that the wall could not be removed because of structural reasons. As an alternative, the study team had proposed the construction of a viewing platform over the wall.

1.4 **Mr Raymond Young** asked about the difference between “accessibility” and “connectivity” in the scoring system. **Ms Tuite** said that “accessibility” was a measure of available facilities to enable pedestrians to reach the site while “connectivity” was a measure of how well the site connected people to the water and formed a continuous waterfront.

1.5 **The Chairman** thanked the study team for their

¹ The report has also been uploaded onto the HEC website as follows -
http://www.harbourfront.org.hk/hec/eng/meetings/doc/agenda090223/20090223_booklet.pdf

presentation and attendance.

Item 2 Confirmation of Minutes of the 24th Meeting

2.1 **The Chairman** said that the Secretariat had circulated the draft minutes of the 24th meeting to Members on 23 January 2009 and received no proposed amendments. The minutes were confirmed.

Item 3 Progress Reports from the Sub-committee/Task Groups

A. Harbour Plan Review Sub-committee (HPR Sub-com) (Paper No. 1/2009)

3.1 **Mr Vincent Ng** presented the progress report.

3.1.1 **Mr Ng** reported that the project team led by THB had consulted the Sub-committee again and provided supplementary information on their proposal to allow commercial helicopter operators to use Wan Chai Temporary Helipad. While Members generally had no objection to the proposal, they remained concerned about the possible noise impact by helicopters on harbourfront users and nearby residents. Some Members considered that in applying the noise assessment criteria under the Hong Kong Planning Standards and Guidelines and the Environmental Impact Assessment Ordinance, transient users along the harbourfront as noise sensitive receivers might need to be included in the assessment. The project team undertook to report back to the Sub-committee after four months of operation.

3.1.2 **Mr Ng** reported that representatives of the Lands Department had briefed the Sub-committee on the short term tenancies in the harbourfront areas and the existing and proposed temporary land uses in Kai Tak respectively. Members were concerned that a considerable amount of land in Kai Tak would continue to be used as works areas in the years ahead. The Sub-committee agreed to arrange a separate meeting to further discuss the issues with a view to identifying possible sites for harbourfront enhancement.

3.1.3 **Mr Ng** further reported that the Planning Department (PlanD) briefed the Sub-committee on the draft planning brief for the ex-North Point Estate site. Members appreciated that lower building height and plot ratio were adopted for the site and considered it important to promote a vibrant development through better urban design and integration with the surroundings.

3.1.4 **Mr Ng** also reported that representatives of the District Lands Office/Hong Kong East had agreed to provide a 20-metre wide temporary promenade in the Ex-North Point Estate site. For the remaining area which had yet to be sold, it would be tendered out for various uses, including car parking use. Members expressed concern and stressed that any proposed car parking use should be ancillary in nature, rather than the sole use on the Lot. There were suggestions to provide more greenery, promote the site for community use like organic farming, night market, etc., and to allow a longer tenancy to encourage investment.

3.2 **Mr Paul Zimmerman** said that consideration should be given to allowing model plane users to use Kai Tak under short term tenancies. Regarding the proposed temporary car parking use in Ex-North Point Estate site, **Mr Zimmerman** opined that the Government should stop such a use in the harbourfront since local demand for cheap car parking could become long term use; and it would be difficult to remove established local demand. He was pleased to note that the Government had recently rejected an application for using a Kai Tak site as a temporary storage area for containers. He suggested that the Government should identify a responsible office to set out clear objectives and criteria for short term uses of vacant land in harbourfront areas, and have the vacant land in West Kowloon managed by the West Kowloon Cultural District Authority and in Kai Tak by the Kai Tak project team of CEDD.

B. Task Group on Urban Design Study for the New Central Harbourfront (TGUDS) (Paper No. 2/2009)

3.3 **Ir Dr Greg Wong** presented the progress report. He

reported that an informal meeting was held by the Task Group on 8 January 2009 to examine the suggestions and alternative proposals in the 64 written submissions received during the Stage 2 Public Engagement, and the initial design responses of the study team. The meeting agreed that a forum to consolidate public views on the design concepts and proposals pertaining to the Stage 2 Public Engagement should be organized by the Task Group on 28 February 2009, with the support of PlanD. Dr Ng Mee-kam had agreed to be the Coordinator of the forum. A working meeting to discuss the arrangement of the forum was held on 12 February 2009. The forum would comprise two sessions, with the morning session chaired by Ir Dr Wong. The study team would report on the views gathered during the Stage 2 Public Engagement, after which there would be public presentations and comments, and responses by the study team and relevant Government departments. The afternoon session, to be chaired by Prof Lee Chack-fun, would be an in-depth and structured discussion on five critical issues. There would be a technical panel comprising relevant departments to respond to the comments and suggestions raised by the participants. **Ir Dr Wong** said that invitation letters had already been sent to those who had made written submissions and provided comments and/or engaged in Stages 1 and 2 Public Engagement, including members of District Councils, public and advisory bodies, academic and professional institutions, concern groups, etc. There was also advertisement on newspapers and notice on the PlanD and HEC websites to publicize the event.

C. Task Group on Management Model for the Harbourfront (TGMMH) (Paper No. 3/2009)

3.4 In his capacity as Chairman of TGMMH, **Prof Lee Chack-fan** presented the progress report. He reported that no Task Group meeting had been held during the period, but a delegation (comprising Mr Vincent Ng, Dr Sujata Govada, Prof Carlos Lo, Mr Paul Zimmerman, Ms Lydia Lam of DEVB and Ms Ying Fun-fong of Transport Department (TD)) of the Task Group had just visited Singapore and Sydney from 16 to 21 February 2009. Mr Nicholas Brooke had also participated in the visit to Singapore. Same as the visit to Liverpool and London in November 2008, DEVB covered non-official members' air tickets, insurance, hotel accommodation and group expenses (including ground transport and briefing tours). A report on the

visit would be prepared for submission to the Task Group. Another overseas visit to San Francisco and Vancouver in late March or early April 2009 was being arranged.

3.5 Pending submission of the written report, **Mr Ng** as Head of the Delegation, briefed the meeting on some observations of the visit to Singapore and Sydney. He said that the delegation visited the Urban Redevelopment Authority (URA), Marina Bay Development Agency (MBDA) and National Parks Board (NParks) in Singapore. The MBDA was a dedicated agency established under the URA, responsible for the management of Marina Bay, the size of which was about 360 hectares, similar to that of Kai Tak. The NParks was responsible for the management of a coastal park of about 15 km long promenade, which provided a wide variety of uses and facilities. In Sydney, the delegation visited the Sydney Harbour Foreshore Authority, Sydney Ports Corporation, NSW Maritime Authority, the Rocks, Darling Harbour, Circular Quay and Sydney Opera House. The delegation noted the uniqueness, special features, vibrancy and diversity of the waterfronts in Singapore and Sydney. The delegation was particularly impressed by the implementation approach and management model of some of the overseas authorities they visited. For instance, the URA in Singapore was responsible for the waterfront development from initial planning vision to developing, marketing and managing. In short, the authority saw through every stage of the project and was responsible for either the success or failure of the project. It would be worthy for the Government to consider making reference to that model in respect of the Kai Tak Development.

3.6 **Mr Zimmerman** added that the MBDA in Singapore was merely an agency under the URA, just like a Government department under a bureau in Hong Kong. Key performance indicators included land sale revenue, visitor traffic generated, and money spent by the public when enjoying the land/facilities. This provided a clear incentive for MBDA to plan, develop, market, manage and operate its land/facilities in a comprehensive manner. The starting point was activation of the waterfront areas and water with leisure facilities and events to drive the development of the area. In developing the areas concerned, the MBDA worked under the concept of “White Zones” to keep things open and respond to market changes and requests. There was a clear plan for future marine uses in Sydney, which was

crucial for the development of related facilities, hence a vibrant harbour. Such overseas experience could be of reference for the Kai Tak Development and West Kowloon Cultural District Development. He wondered if CEDD's Kai Tak Development Office could be given more resources and power to become an agency like the MBDA for the Kai Tak Development. Concerning the concept of "White Zones" adopted in Singapore, **Mr Raymond Wong** said that the Metroplan Review, completed in 2003, had examined this concept but found it not suitable for the planning circumstances in Hong Kong. More details could be provided if required.

3.7 **Dr Ng Mee-kam** suggested to include in the visit report the role of overseas civil society in the planning process, who the future marine users were, and how they were consulted in the planning process. If possible, the report could provide a comparison between an overseas marine agency and a similar local organization responsible for area-based developments. **Mr Ng** said that the delegation would include information about the role of civil society in the report. However, he cautioned that the report could possibly be one-sided as the delegation had only talked to the government officials. He added that the situation in Singapore was different from that in Sydney. For Singapore, the URA had a lot of resources and was powerful. On the other hand, Sydney was facing similar problems like Hong Kong. For example, in respect of the Barangaroo Project which was located in the Sydney harbourfront with an area of 22 hectares, half of the stakeholders requested parks but no other things whilst others wanted developments. The authority had to balance different needs of the various sectors in the community.

3.8 **Mr Raymond Young** enquired about the extent of involvement by the private sector in managing the harbourfronts in Singapore and Sydney. **Mr Zimmerman** said that in Singapore, quite a number of waterfront sites in the new area were developed by the private sector, but the ownership remained with the government. The private sector could use and manage the land under short term licenses from the Government. The license would not be renewed if the government considered the private sector's usage and management of the land unsatisfactory. Such a system might increase the cost of management because of the detailed requirements for submission of design proposals, but could ensure good quality of the waterfront and, in return, higher

land value. For those successful waterfront sites in Singapore and Sydney, there were a lot of activities including outdoor seating and the operation of kiosks in the public land which were permitted under licensing conditions. In Singapore, more activities were organized with government funds than in Sydney, where more private funds were involved.

Item 4 Matters Arising

A. Short term land uses (para. 2.3 of the draft minutes of the 24th meeting)

4.1 **Mr Vincent Ng** said that the HPR Sub-com had arranged a separate working meeting to further discuss the issues with a view to identifying possible sites for harbourfront enhancement.

B. Urban Design Study for the New Central Harbourfront Stage 2 Public Engagement consolidation forum (para. 2.11 of the draft minutes of the 24th meeting)

4.2 **The Chairman** said that this matter had been covered in the TGUDS progress report.

C. HEC's views on short term uses in Kai Tak (para. 4.7 of the draft minutes of the 24th meeting)

4.3 **The Chairman** said that Members' views had been channeled to the Kai Tak Supervisory Team.

D. Meeting with Highways Department (HyD) and TD to look at harbourfront connectivity (para. 6.3 of the draft minutes of the 24th meeting)

4.4 **The Chairman** said that this item would be discussed under Any Other Business.

Item 5 Kai Tak Development Implementation Plan and Progress Update on Infrastructure Works under Design (Paper No. 4/2009)

5.1 **The Chairman** welcomed Messrs Timothy Leung, C B Mak and Harry Louie of CEDD. **Messrs Mak and Leung** presented their PowerPoint.

5.2 **Ir Dr Greg Wong** enquired about the length of the foot path along the waterfront and the facilities to lead pedestrian traffic to the other side of the road for dining and shopping. **Mr Louie** replied that in Stage 1 Advance Infrastructure Works, half of the road, and the associated foot path, would be constructed to serve the early developments in the southern part of runway area, i.e., the Cruise Terminal and the Runway Park. This portion of the road and foot path would be sufficient to support the early developments. The remaining half of the road and foot path would be constructed under Stage 2 Advance Infrastructure Works. There would be pedestrian crossing facilities at convenient locations linking the foot paths on the roadsides for the interim and final road schemes. **Mr Leung** said that a landscaped deck over the road would be constructed for pedestrians under Stage 2 Advance Infrastructure Works.

5.3 Noting that the target completion date of the proposed monorail was 2021 subject to a study, **Dr Ng Mee-kam** considered it too late and said that the monorail could bring forward the development of the neighbouring districts of Kai Tak. She hoped that the study could be conducted and the monorail planned earlier. Regarding the Runway Park, she asked whether it had been discussed by the HPR Sub-com and could be assessed with the four students' grading system/criteria. As regards the trees to be planted between the foot paths and waterfront, she suggested planting them between the road and foot paths. On the monorail, **Mr Mak** said that the Government was reviewing its feasibility, taking into account the population built-up and completion of developments in Kai Tak. Since the alignment needed to be determined and a suitable agency identified to implement the project, there had yet to be a specific programme. In respect of the Runway Park, its design would take into account the four students' grading system/criteria. On the trees to be planted along the waterfront, **Mr Leung** said that a landscaped deck over the road would be constructed to facilitate pedestrian access to the harbourfront under Stage 2 Advance Infrastructure Works. With this deck, the road would be covered and there would not be sufficient sunlight for trees to be planted between the road and foot paths.

5.4 **Mr Zimmerman** commented that the Kai Tak Development adopted an engineering-led approach and queried

whether the planning vision would be realized. He added that in Singapore, the URA constantly involved the business and professional communities in its projects. He suggested that there should be a channel for HEC, together with all relevant parties, to provide feedback to CEDD in an on-going manner on the detailed planning, engineering, development and marketing of Kai Tak. He highlighted with examples such as the provisions for cycling and boating, the design of the bridges over the Kai Tak Approach Channel, the design of the mass transit, and how engineers could benefit from a feed-back mechanism, etc.

5.5 **Mr Ng** said that Paper No. 4/2009 gave him an impression that in the coming 10 years, Kai Tak Development would be engineering-driven. He was unable to see the planning vision in the Outline Zoning Plan (OZP) such as open space, promenade, etc being implemented. He hoped that the open space, promenade and road could be constructed at the same time. He considered it necessary for HEC and CEDD to have more communication so as to achieve the original planning vision driven by the Harbour Planning Principles.

5.6 **Mr Yu Kam-hung** enquired whether marine activities and events such as dragon boat race and performances, which could add vibrancy to the harbour and improve the image of Hong Kong, had been incorporated in the OZP. He also asked if it was possible to change the industrial area in Kwun Tong to other uses through administrative measures. **Mrs Ava Ng** said that the Kai Tak OZP, which had been formulated after the comprehensive Kai Tak Planning Review, had incorporated a Master Landscape Plan and different themes for various portions of Kai Tak. CEDD would carry out relevant infrastructure according to the planning vision of the OZP. There had also been consideration for the use of the water but the water quality around Kai Tak had to be improved before any water activity could be allowed. Before the Kai Tak Planning Review, the industrial area in Kwun Tong had been gradually rezoned to “Business” use. However, as most of the sites in the area were privately owned, the pace of development/redevelopment had to be market-driven.

5.7 **Mr Raymond Young** said that DEVB stressed the importance of ensuring that the original planning vision could be realised during the implementation phase. He added that many issues raised about the Kai Tak Development had been thoroughly

considered in the Kai Tak Planning Review. He emphasised that the Government would welcome all constructive advice and suggestions, but had to balance different views and interests and work through various constraints as works progressed on the ground. He suggested that the communication with Members on the implementation of Kai Tak Development should be enhanced and that this could be taken up at the sub-committee/task group level.

5.8 In response to the Chairman, **Mr Ng** said that given the increasing workload of the HPR Sub-com, the Sub-committee might not be the most appropriate forum to discuss the implementation of the Kai Tak Development. **Mr Zimmerman** suggested that the issue be further discussed at the coming TGMMH meeting scheduled for 19 March 2009. He opined that a separate sub-committee/task group under HEC might be required and CEDD should be provided with additional resources to continuously engage the community during the implementation stage. **Mr Jimmy Kwok** said that HEC should monitor the implementation of the Kai Tak Development to ensure that the development was suitable for public enjoyment. He supported the proposal to enhance communication not only between the Government and HEC, but also communication with the district representatives. He also opined that the earlier the water quality could be improved, the earlier the water activities could be arranged.

5.9 **Ir Dr Wong** said that consideration might be given to creating a standing agenda item at each HEC meeting for CEDD to report progress of the implementation of the Kai Tak Development. **Mr Mak** clarified that while CEDD was the coordinator of the Kai Tak Development, CEDD was only responsible for about ten to twenty percent of the total project cost of \$100 billion of the entire development. Other departments were responsible for the remaining projects and CEDD would resolve the interface and monitor the programme. Notwithstanding that, CEDD welcomed every opportunity to communicate with HEC and explain the projects under the Kai Tak Development together with other bureaux and departments whenever necessary.

5.10 In response to Mr Samuel Mok's question on whether there would be another road linking the Cruise Terminal and its

neighbouring areas, **Mr Mak** said that there would be two roads connecting it and the neighbouring areas in Kai Tak.

5.11 **Mr Zimmerman** said that while he had confidence in the engineering aspect given the professionalism of CEDD's engineer team, other aspects such as land use, marketing, phasing and branding also need to be looked at. **Dr Andrew Thomson** supported Mr Zimmerman's suggestion to further discuss the matter at the next TGMMH meeting with a view to finding a proper forum for sorting out the details. He stressed the importance of an early and on-going engagement with all concerned parties on the implementation of the various projects under the Kai Tak Development.

5.12 **The Chairman** concluded that a possible way forward was to incorporate some kind of communication link between TGMMH and the Kai Tak project team periodically as required. He asked the HEC Secretariat to work out the arrangement.

HEC Secretariat

Item 6 Any Other Business

A. Issues proposed by Mr Paul Zimmerman

6.1 **The Chairman** said that Mr Zimmerman had proposed to discuss (a) transport infrastructure and the harbourfront; (b) promenade design concepts; and (c) harbourfront enhancement budget and requests at this meeting. He invited Mr Zimmerman to elaborate on each of them.

6.2 On (a), **Mr Zimmerman** said that further to inviting HyD and TD to discuss connectivity and site specific solutions, there was a need for their views on how the Harbour Planning Principles and Guidelines would be taken into account in the Transport Planning and Design Manual - specifically for roads close to the waterfront. In this connection, THB had arranged an informal meeting with him later that week, prior to briefing HEC. **Mr Philip Yung** said that the meeting had been scheduled for 25 February 2009 afternoon and he welcomed Members to join. He would confirm the arrangement by email.

(Post-meeting note: Representatives from THB, TD and HyD met with Dr Sujata Govada, Dr Andrew Thomson and Mr Zimmerman on 25 February 2009.)

6.3 On (b), **Mr Zimmerman** said that as compared with promenades in overseas, the promenade design in Hong Kong lacked varieties. He suggested HEC to discuss promenade design concepts with a view to revisiting the existing design in Hong Kong. **The Chairman** suggested and **Dr Ng Mee-kam** agreed to give some consideration to arranging a workshop on the topic.

6.4 On (c), **Mr Zimmerman** noted from the Legislative Council website that the Legislative Council Panel on Development had formed a Subcommittee on Harbourfront Planning and the Government had provided information and papers to the Subcommittee. He hoped that the Government could provide similar information to update HEC on the latest progress of harbourfront planning and works progress. **Mr Raymond Young** responded that DEVB had every intention to enhance communication with HEC on the development of harbourfront planning. In the coming financial year, DEVB would increase funding for HEC by 50%.

B. West Kowloon Cultural District Authority (WKCDA)

6.5 **The Chairman** said that the WKCDA had commenced the preparatory work for the Stage 1 Public Engagement in relation to the Development Plan for the West Kowloon Cultural District and would like to invite HEC's views on matters relating to public engagement. Messrs Nicholas Brooke and Paul Zimmerman would represent HEC in meeting the WKCDA on 26 February 2009. Members could relay their views to the two representatives prior to their informal meeting.

C. Date of next meeting

6.6 **The Chairman** said that the next meeting would be held on 27 April 2009 at the Conference Room, 15/F, North Point Government Offices.

(Post-meeting note: The next meeting has been rescheduled for 13 May 2009 (Wednesday) at 2:30 pm at Conference Room, 15/F, North Point Government Offices, 333 Java Road, Hong Kong.)

6.7 There being no other business, the meeting was adjourned

at 5:30 pm.

**Harbour-front Enhancement Committee Secretariat
May 2009**

An Evaluation of 48 Leisure and Cultural Sites along Victoria Harbour: Suggestions for a Vibrant Hong Kong Waterfront

Nathaniel Jannelli
Aubrey Scarborough
Paul Smith
Elizabeth Tuile



Sponsors

• The Leisure and Cultural Services Department (LCSD).



• Harbour Enhancement Committee



• Hong Kong University

• Harbour Business Forum



• Designing Hong Kong



“Our Harbour reflects what we have achieved... and what we believe in... Progress.”



Harbour Business Forum, 2005, Public Opinion

“I want to be proud of being a Hong Konger – having a unique Harbour that cannot be found anywhere in the world.”



Harbour Business Forum, 2005, Public Opinion

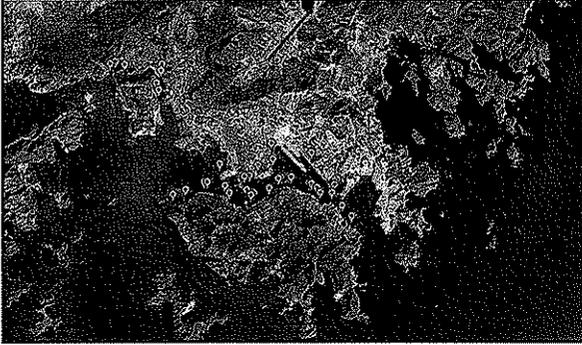
Crowded City



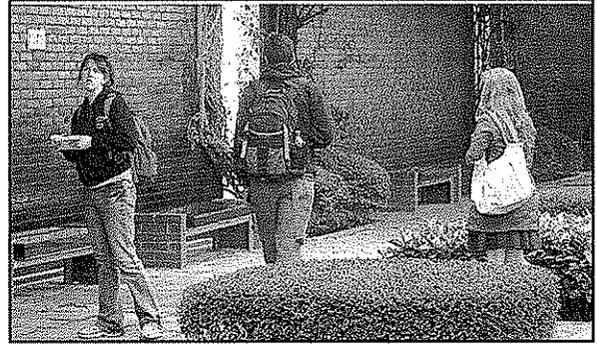
Empty Waterfront



Methodology

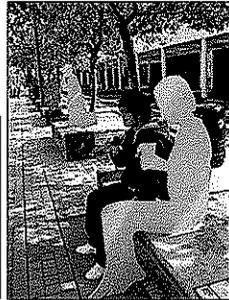


Taking Notes

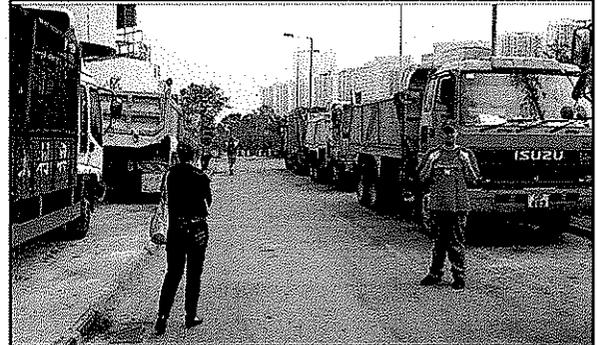


Talking with Locals

- HKU students
- Hotels



Getting Lost



ACCESSIBILITY

A measure of the ease of an able-bodied person to reach the site.



CONNECTIVITY

Measures how well the site connects people to the water and forms a continuous waterfront.



QUALITY

Ability of a site to provide people with things to do and encourage people to stay at the site.

DESIGN/MAINTENANCE

The measure of how well the aesthetic appeal of the site is upheld and enhanced.

Rating System

0-25% 

26-50% 

51-75% 

76-100% 

Accessibility	
Public Transport	
MTR	
bus	✓
tram	
ferry	
Signage	
directional signs from transport to site	

Popularity



Findings: Accessibility

98% have Bus

33% have MTR and Tram

19% had directional signage

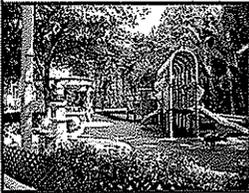
Findings: Connectivity

83% had site signs

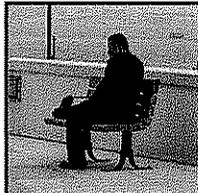
19% had a continuous harbour-front

35% directional signs within the site

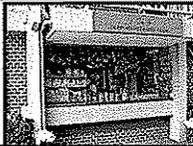
Findings: Quality



33%
have
food



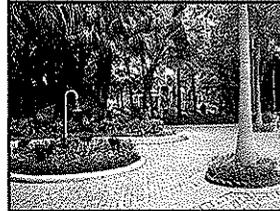
47% have
more than
one facility



47% of
people want
shaded

Findings: Design/Maintenance

71% were well-
maintained &
clean

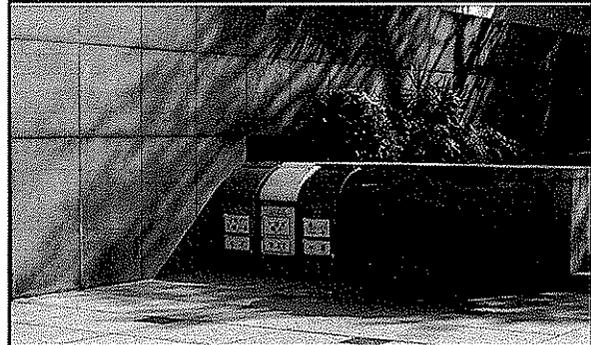


67% had no broken
facilities/amenities

Signage



Recycle Bins



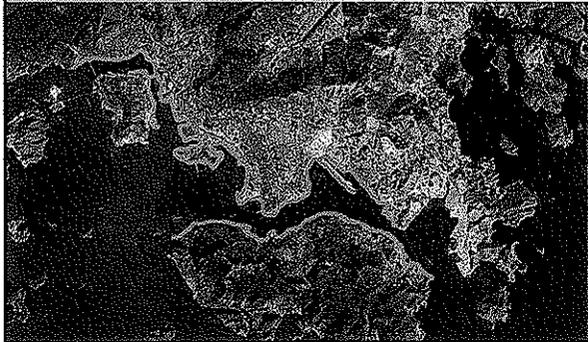
Shaded Seating



Food and Activities



Continuous Harbour-front



Typology



Parks & Gardens



Sports Facilities



Promenades



Beaches



Cultural Facilities



Playgrounds

Parks and Gardens



Hoi Sham Park

Accessibility



Connectivity



Quality



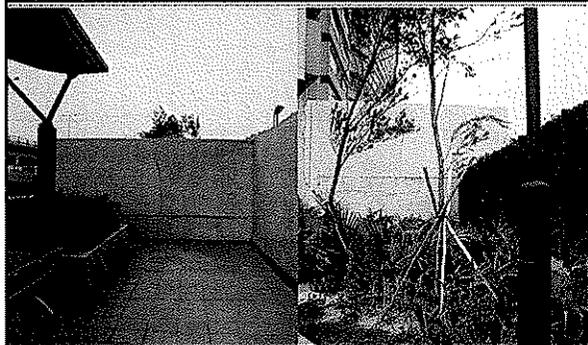
Design/Maintenance



Popularity

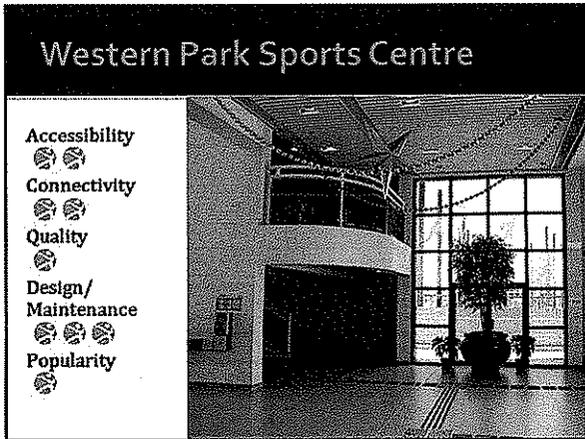
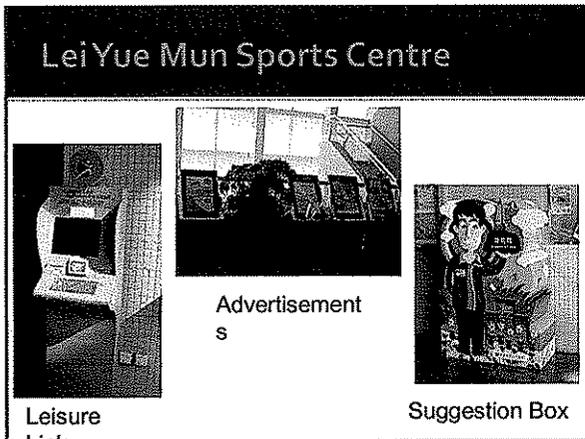
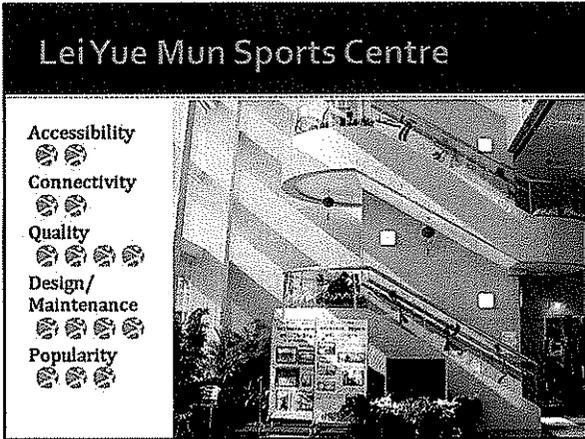
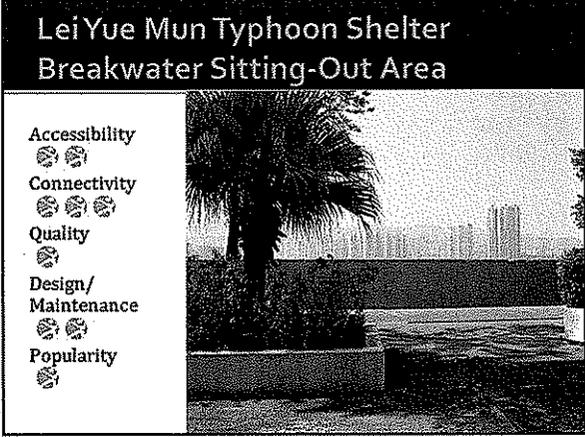
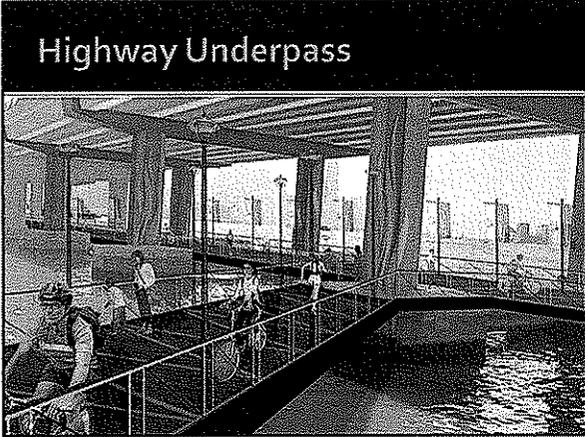


Provident Garden and Tong Shui

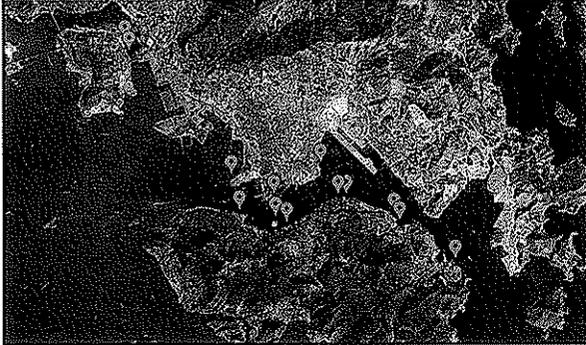


Highway Underpass



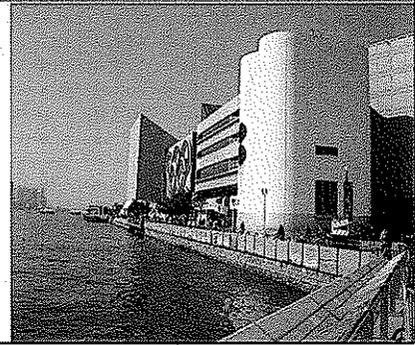


Promenades



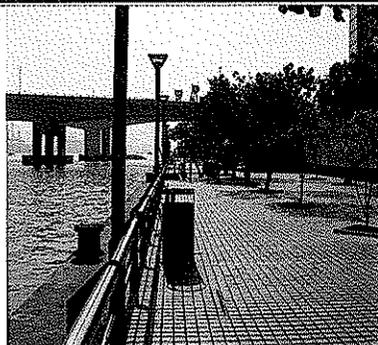
Tsim Sha Tsui Promenade

- Accessibility: 4 icons
- Connectivity: 4 icons
- Quality: 4 icons
- Design/Maintenance: 4 icons
- Popularity: 4 icons

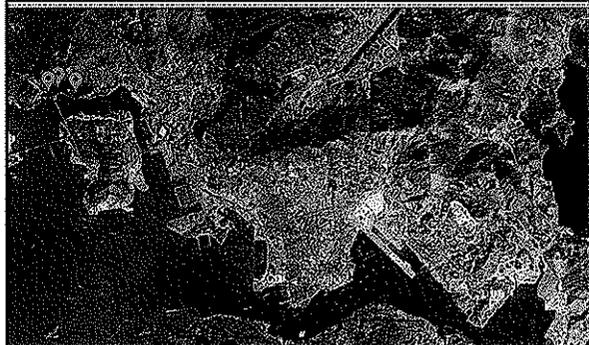


Cheung Fai Promenade

- Accessibility: 4 icons
- Connectivity: 4 icons
- Quality: 4 icons
- Design/Maintenance: 4 icons
- Popularity: 4 icons

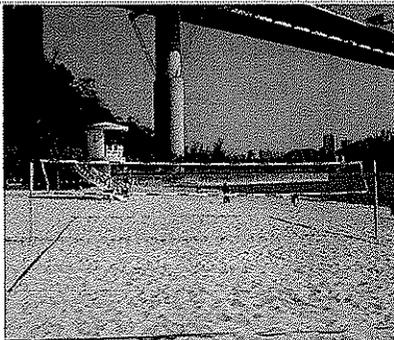


Beaches



Lido Beach

- Accessibility: 4 icons
- Connectivity: 4 icons
- Quality: 4 icons
- Design/Maintenance: 4 icons
- Popularity: 4 icons

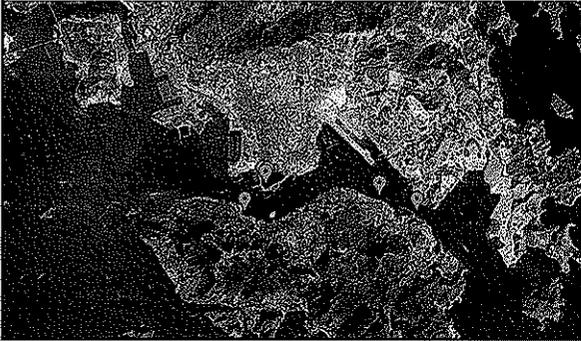


Approach Beach

- Accessibility: 4 icons
- Connectivity: 4 icons
- Quality: 4 icons
- Design/Maintenance: 4 icons
- Popularity: 4 icons



Cultural Facilities



Hong Kong Museum of Coastal Defence

Accessibility



Connectivity



Quality



Design/
Maintenance



Popularity



Hong Kong Cultural Centre

Accessibility



Connectivity



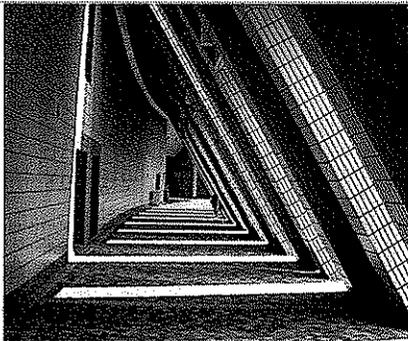
Quality



Design/
Maintenance



Popularity



Playgrounds



Heng Fa Chuen Playground

Accessibility



Connectivity



Quality



Design/
Maintenance



Popularity



Ting Kau Village Playground

Accessibility



Connectivity



Quality



Design/
Maintenance

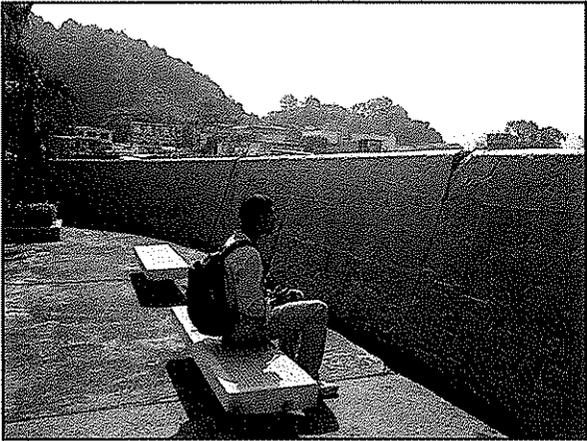
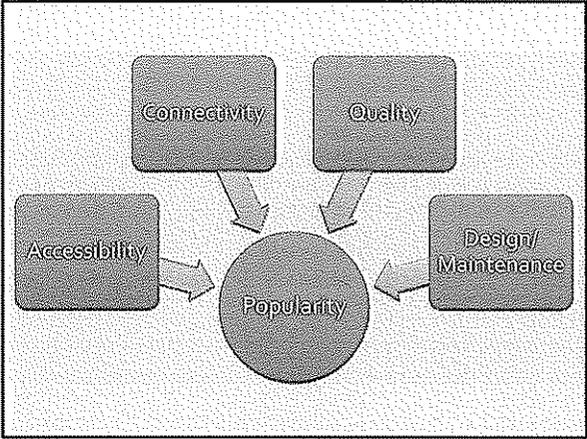


Popularity



Ting Kau Village Playground

- Accessibility 
- Connectivity 
- Quality 
- Design/Maintenance 
- Popularity 

Acknowledgements



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Thank you!

