

## HONG KONG

### *Our place....*

Hong Kong marks its 15<sup>th</sup> year as a Special Administrative Region (SAR) of the People's Republic of China in 2012. Under the Basic Law of the Hong Kong SAR, which is our constitution, we enjoy a high degree of autonomy in accordance with the principle of “*one country, two systems*”. The Hong Kong SAR exercises executive, legislative and judicial powers. Over the years, Hong Kong has continued her growth as an international financial centre and a strategic location for foreign companies to conduct business in the Mainland of China and the Asian region. A hardworking, entrepreneurial and well-educated population of more than seven million people forms the bulwark of the Hong Kong's productivity and creativity.

With its deep and sheltered harbour – the **Victoria Harbour**, and its strategic location in the South China Sea, Hong Kong has become a prosperous hub of burgeoning entrepot trade with China in its early days of economic development. Our harbour provides good access and a safe haven for vessels calling at the port from around the world and has been instrumental to our development as a major regional logistics hub for over 50 years. Hong Kong's world-class infrastructure and integrated services expertise also make it a preferred international logistics hub and supply-chain base in Asia for goods moved not only by sea, but also by air and land.

Situated in the heart of Asia, Hong Kong is within five hours' flying time of half the world's population. Apart from a leading international financial and business centre, Hong Kong is a popular tourist destination because of its unique mixture of attractions – a blend of East and West, old and new, great shopping and dining, popular theme parks, a vast array of mega events, and easy access to the countryside, islands and beaches. The Victoria Harbour, world famous for its spectacular views and skyline, is one of the major tourism attractions of Hong Kong.

### *Key facts .....*

Hong Kong:

- has a population of about 7 million
- has an area of about 1,104 square km
- has an overall density of about 6,540 people per square km, one of the highest in the world
- has a year-on-year rate of change in GDP of +5% in 2011, with an all-time high per capita GDP of US\$34,200
- is a world-class port and the largest container port serving southern China, with container throughput of 23.7 million TEUs in 2010, over 30,000 ocean-going vessels and more than 90,000 river-trade cargo vessels visiting the port, handling nearly 270 million tonnes of cargo
- is a popular tourist destination with visitor arrivals of over 42 million in 2011

Hong Kong has positioned itself as **Asia's World City**. Hong Kong is a free and dynamic society where creativity and entrepreneurship converge. Strategically located in the heart of Asia, it is a cosmopolitan city offering global connectivity, security and rich diversity, and is home to a unique network of people who celebrate excellence and quality living.

## Our waterfront ...



Victoria Harbour is a sheltered natural harbour, situated between the Hong Kong Island and the Kowloon Peninsula. The boundary of Victoria Harbour has been defined by law.

The waterfront of Victoria Harbour is some 73km long. Vast majority of the harbourfront land has been developed over the years, with skyline of skyscrapers superimposed over the ridges behind.



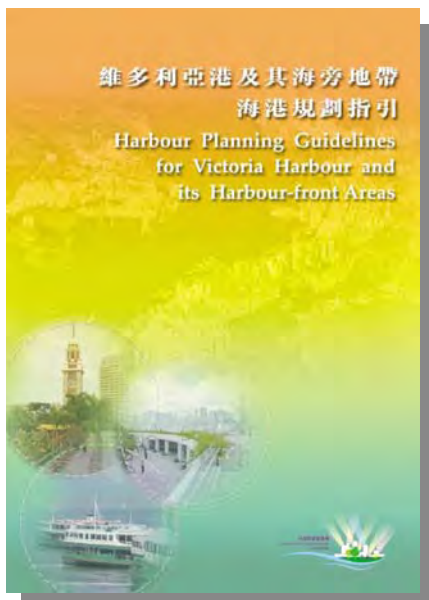




### ***Our waterfront is governed and managed by ...***

Save for land in private ownership for residential, commercial or industrial uses, the waterfront of Victoria Harbour is by and large managed by relevant parts of the Government in accordance with the land use. For example, transport infrastructure at the waterfront is managed by the Highways Department whereas waterfront parks are managed by the Leisure and Cultural Services Department.

A **Harbour-front Enhancement Committee (HEC)** was set up in early 2004 after a spate of harbour reclamation litigations, against a backdrop of strong public sentiment for protecting Victoria Harbour. In its almost six years of service, HEC made important contributions towards shaping the future harbourfront. The *Harbour Planning Principles and Guidelines* promulgated by HEC now provide guidance for the planning and development of harbourfront areas. The 22 Action Areas drawn up meticulously by the HEC has set the agenda for action by the relevant Government departments whose efforts are overseen and coordinated by the Harbour Unit within the Development Bureau. HEC was also instrumental in bringing to fruition a number of quick-win harbourfront projects for public enjoyment, and also provided valuable planning, land use and design inputs for mega harbourfront projects like the Kai Tak Development and the New Central Harbourfront.



Following the recommendations by the HEC's Task Group on Management Model for the Harbourfront, a **Harbourfront Commission** was established in July 2010 to succeed the HEC to advise the Government on harbourfront planning, design, management and other related matters with the objective of fostering and facilitating the development on both sides of Victoria Harbour, and seek for wider public-private participation in bringing to reality a vibrant harbourfront with a good mix of leisure, recreational, cultural and civic activities. Similar to the HEC, the Commission is widely represented, comprising mostly non-official members including 12 representatives nominated by professional institutes, civic and environmental groups and the business sector, and eight individuals from various backgrounds. The Commission is chaired by a non-official member. The Secretary for Development, being the minister looking after harbourfront enhancement policy, among an extensive portfolio covering *city planning, land administration, urban renewal, infrastructure projects, water supply, building safety, heritage conservation, and greening, landscape and tree management*, takes up the position as its Vice Chair. The head of six government departments which play important roles in harbourfront matters also join the Commission as ex-officio members.

The terms of reference of the Commission are as follows -

- to play an advocacy, oversight and advisory role in the envisioning, planning, urban design, marketing and branding, development, management and operation of the harbourfront areas and facilities on a continuous and ongoing basis;
- to exercise overall coordination and monitoring of harbourfront planning, urban design, development and management to ensure effective integration of these major aspects; and
- to foster and encourage the development, management and maintenance of the harbourfront through a wide range of contractual entrustment/partnership arrangements with the private sector (including the community, social enterprises and non-governmental organizations).

Since its establishment, the Commission and its four Task Forces have discussed a wide range of topics on harbourfront and given comments on a number of government and private development projects along Victoria Harbour in the light of the Harbour Planning Principles.



To underline the importance attached to harbourfront enhancement, the Chief Secretary for Administration (the second most senior official) issued a General Circular in July 2010 to set out the principles and guidelines on harbourfront enhancement for implementing Government's vision to beautify the Victoria Harbour for public enjoyment, appeals to policy bureaux and departments for their support of harbourfront enhancement initiatives, and promulgates a mechanism for timely resolution of conflicts in relation to harbourfront development.

## Victoria Harbour and its waterfront areas – Vision, Mission and Strategy



Victoria Harbour is the icon of the city as well as the most precious public asset of Hong Kong. The Government is committed to protecting, preserving and beautifying the harbour, and creating a world-class harbourfront.

### Our vision

“to enhance Victoria Harbour and its harbourfront areas to become an attractive, vibrant, accessible and sustainable world-class asset: **a harbour for the people, a harbour of life**”

### Our mission

“to realize the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process”

### Our Strategy

From the strategic perspective, the **Harbour Planning Principles** and **Harbour Planning Guidelines** formulated by the former HEC has provided guidance on the sustainable planning, preservation, development and management of Victoria Harbour and its harbourfront, and these has been widely adopted by the Government and the industry.

#### HARBOUR PLANNING PRINCIPLES

##### Preserving Victoria Harbour

Principle 1: Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

##### Stakeholder Engagement

Principle 2: All sectors of the community must be engaged at an early stage and on an ongoing basis in the planning, development and management of Victoria Harbour and its harbourfront areas through transparent and inclusive consensus building processes.

##### Sustainable Development

Principle 3: The planning, development and management of Victoria Harbour and its harbourfront areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generation.

##### Integrated Planning

Principle 4: Integrated planning and long-term planning, development and management of infrastructure, land and marine uses, and water quality are essential to ensure that Victoria Harbour and its harbourfront areas support and enhance the economic, environmental and social aspiration of Hong Kong.

##### Proactive Harbour Enhancement

Principle 5: The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbourfront areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.

##### Vibrant Harbour

Principle 6: It is essential to balance the use of the harbour to provide both a maritime and logistic hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspiration of all sectors of the community.

##### Accessible Harbour

Principle 7: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferably at grade, to and along the harbour as well as the harbourfront areas.

##### Public enjoyment

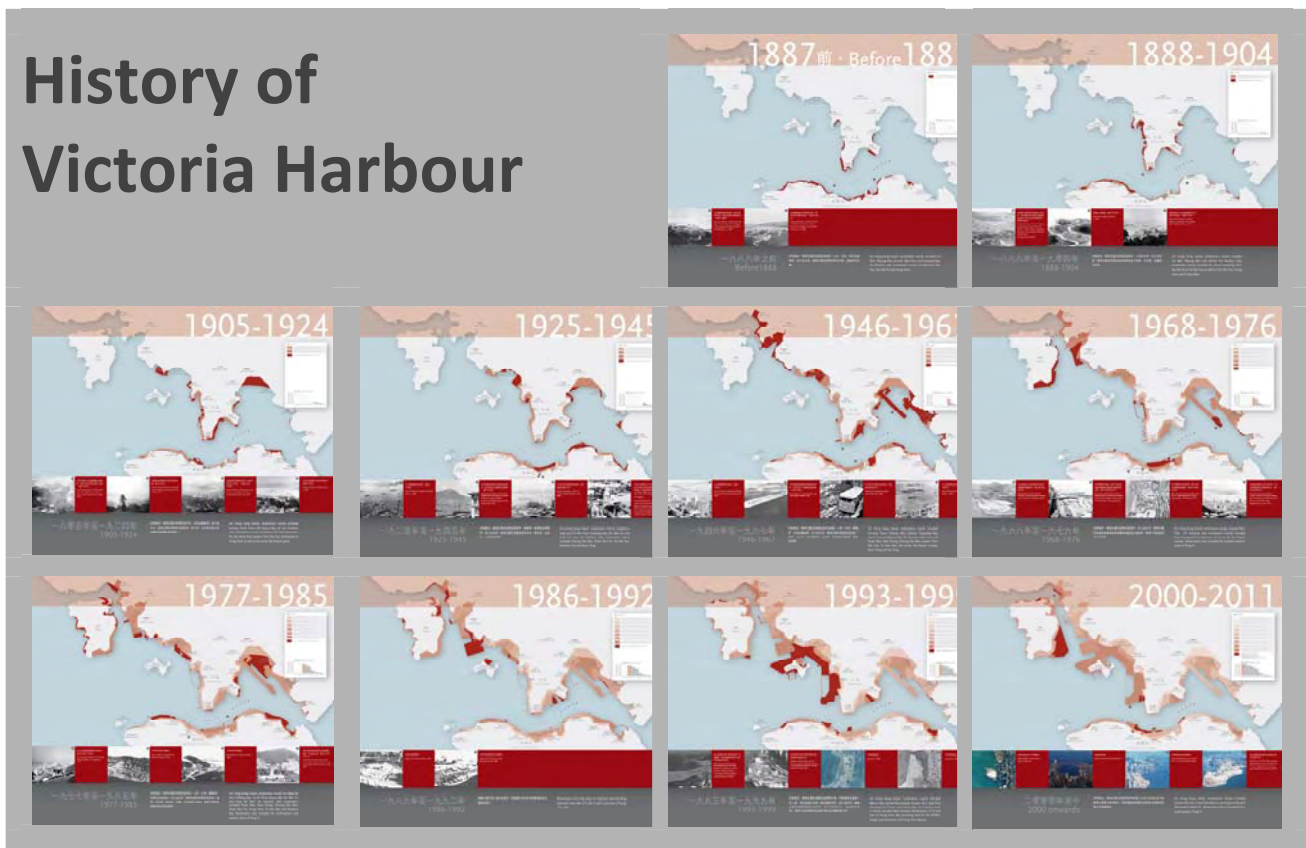
Principle 8: The planning, development and management of Victoria Harbour and its harbourfront areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.



### Historically ....

In the course of rapid economic development in previous decades with increasing population, there had been pressing demand for land resources. With limited land resources in Hong Kong, reclamation of the harbour was for many decades regarded as a convenient and readily available source of land supply. At that time, we had no idea when the final shoreline on both sides of the Victoria Harbour would emerge, and hence no clear position on harbourfront development and no major effort had been made on harbourfront planning, management or beautification.

## History of Victoria Harbour



## Protection of Harbour Ordinance (“PHO”)

After years of reclamation, nearly half of the harbour had been reclaimed towards the end of the twentieth century. The extent of reclamation that had already taken place rendered what was remained in the harbour even more precious. A **Protection of Harbour Ordinance** was enacted in 1997 to protect and preserve the Harbour by establishing a presumption against reclamation.



After the dispute surrounding a judicial review in 2004 that challenged the decisions of the Town Planning Board made on a draft Outline Zoning Plan regarding a proposed reclamation of 26 hectares of land in Central and Wanchai, the Government made a high-profile statement that there would be no further reclamation on both sides of the Victoria Harbour upon completion of the last reclamation project required for the road project in Central and Wanchai. For the same reason, a “zero reclamation” approach has also been adopted for the Kai Tak Development Area.

Pursuant to the above Judgement of the Court of Final Appeal (“CFA”) on harbour reclamation in 2004, the presumption against reclamation could only be rebutted by establishing an “overriding public need” for reclamation. An important technical circular has been promulgated by the Government, providing very clear and detailed working guidelines for the Government works departments to follow when considering reclamation proposals in the light of the requirements of PHO and the CFA judgement. All public officers and public bodies that are involved from initial project inception to planning and design stage are required to critically examine the need for any proposed reclamation. The circular also places considerable emphasis on early public consultation.

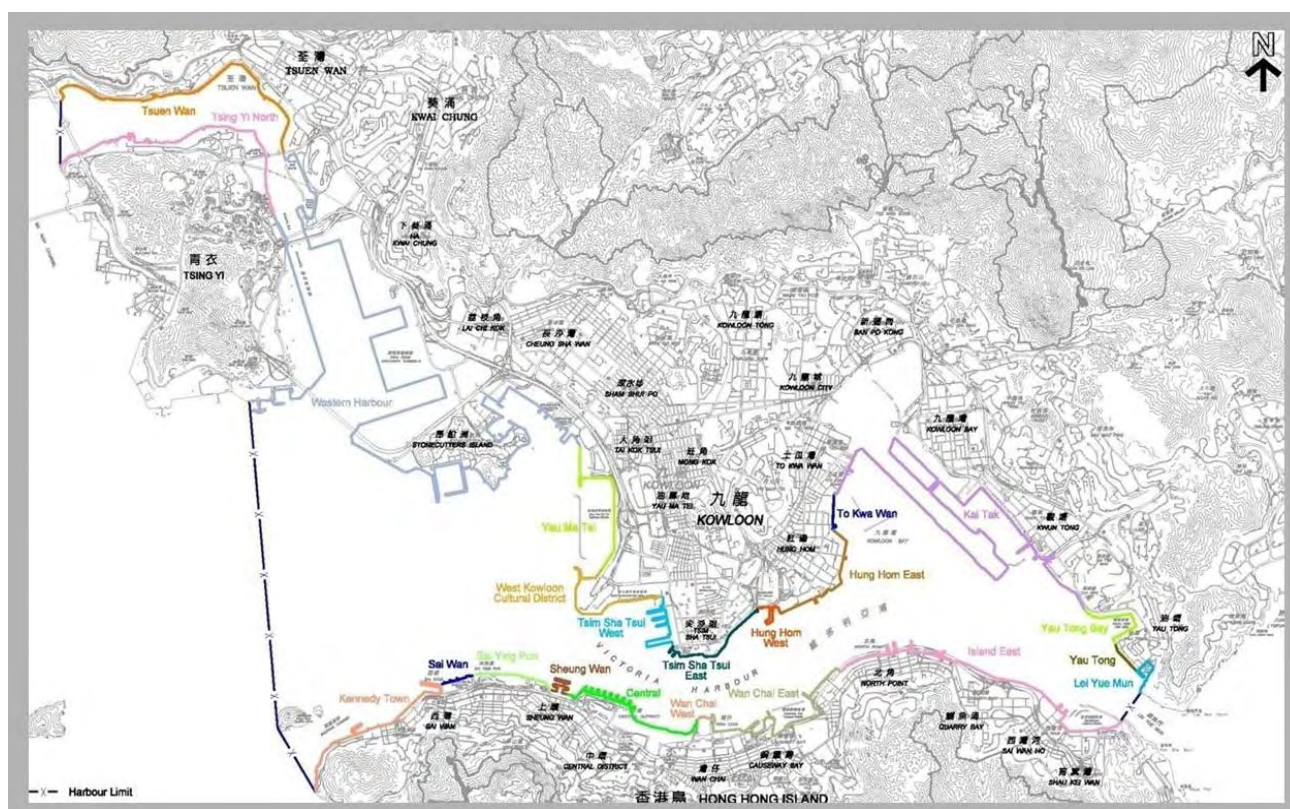


### *In the future...*

We strive to protect, preserve and enhance the harbourfront on both sides of the Victoria Harbour. The Chief Executive of Hong Kong Special Administrative Region, in his Policy Address for 2008-09 and 2009-10, reiterated that we must beautify the Victoria Harbour and create a world-class harbourfront area on both sides of the Harbour.



In mapping out and taking forward various harbourfront enhancement measures, the Government has made reference to the former HEC's recommendations for the 22 Action Areas along Victoria Harbour and pressed ahead with the harbourfront enhancement work progressively on short, medium and long term basis.



### *Quick-win harbourfront projects*

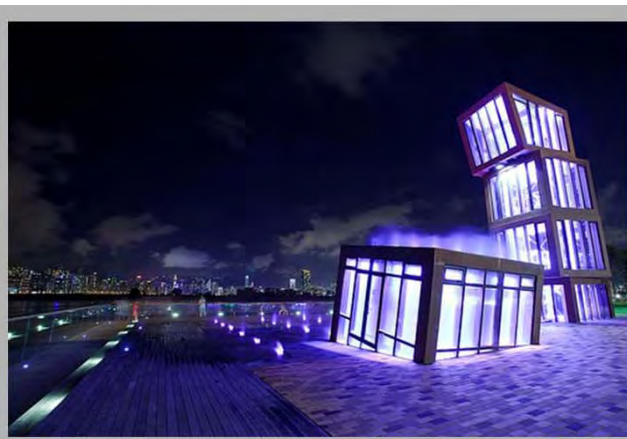
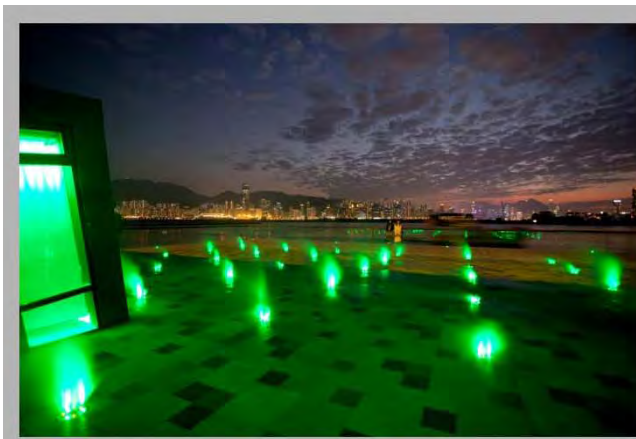
We believe that opportunities should be taken to develop harbourfront sites (pending permanent development) to enable early public enjoyment of the harbourfront. So, longer term planning aside, we have pursued a number of “**quick-win harbourfront projects**” in the past few years, including the West Kowloon Waterfront Promenade that was opened in 2005; the temporary Wan Chai Promenade (“pet garden”) that was opened in 2006 though recently closed to make way for road works; the promenade cum pet garden developed with Sheung Wan Stormwater Pumping Station that was opened in 2009, the Kwun Tong Promenade Stage 1 that was opened to the public in 2010; as well as the advanced promenades in Hung Hom that was opened in 2011. Another two advanced promenades in the new Central Harbourfront as well as the Quarry Bay Harbourfront will be opened shortly in mid and late 2012 respectively.



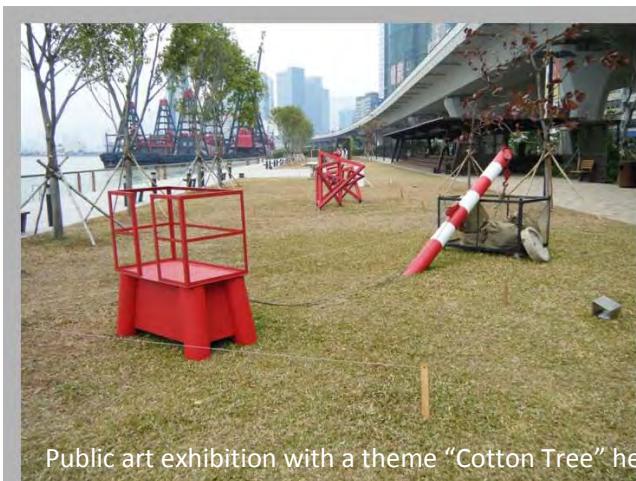
### ***Promenade Design***

Notwithstanding it being a quick-win solution, we introduce diversified architectural features and designs to these promenades. The Kwun Tong Promenade Phase 1 is an example. It is a 200-metre long promenade, formerly part of a Public Cargo Working Area (PCWA). This promenade features various types of facilities for the public, including a children's playground, a multi-purpose plaza and seaside boardwalk. A performance stage and a spectator stand with 200 seats are also provided at the promenade to facilitate hosting of events by various organizations. There is also a special tower landmark in the promenade with the design concept generated from piles of recycled paper at the former site of the PCWA. Music, special lighting features and mist effects at the tower creates a colourful atmosphere at night.





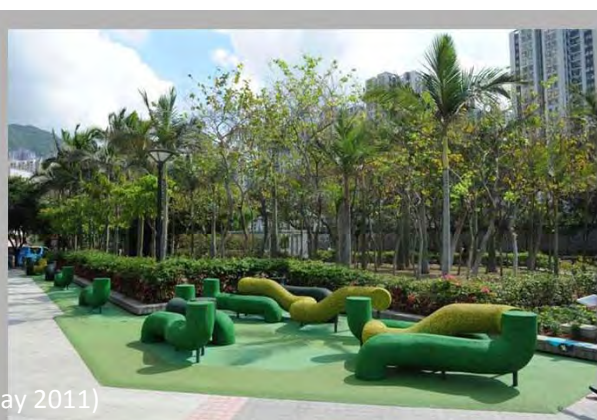
We have also introduced **art elements** to bring diversity to the harbourfront. For example, a public art exhibition was held at the Kwun Tong Promenade to showcase the sculpture or installation artworks of ten local artists. A ***Park Deco scheme*** has also been introduced since May 2011 in the waterfront Quarry Bay Park and will be further extended to other parks in town.



Public art exhibition with a theme "Cotton Tree" held in Kwun Tong Promenade (Sep 2010-Mar 2011)



Park Deco Scheme Phase 1 in Quarry Bay Park (since May 2011)





### ***Mega harbourfront projects***

We are also pushing ahead a number of “**mega harbourfront projects**” in recent years, such as the development of **West Kowloon Cultural District** (a 40-hectare prime waterfront site to be developed as an integrated arts and cultural district with world class facilities), **New Central Harbourfront** (20-hectare of reclaimed land forming a new part of the Central Business District) and **Kai Tak Development** (a 320-hectare former airport site and adjoining land, with a new international cruise terminal under construction).





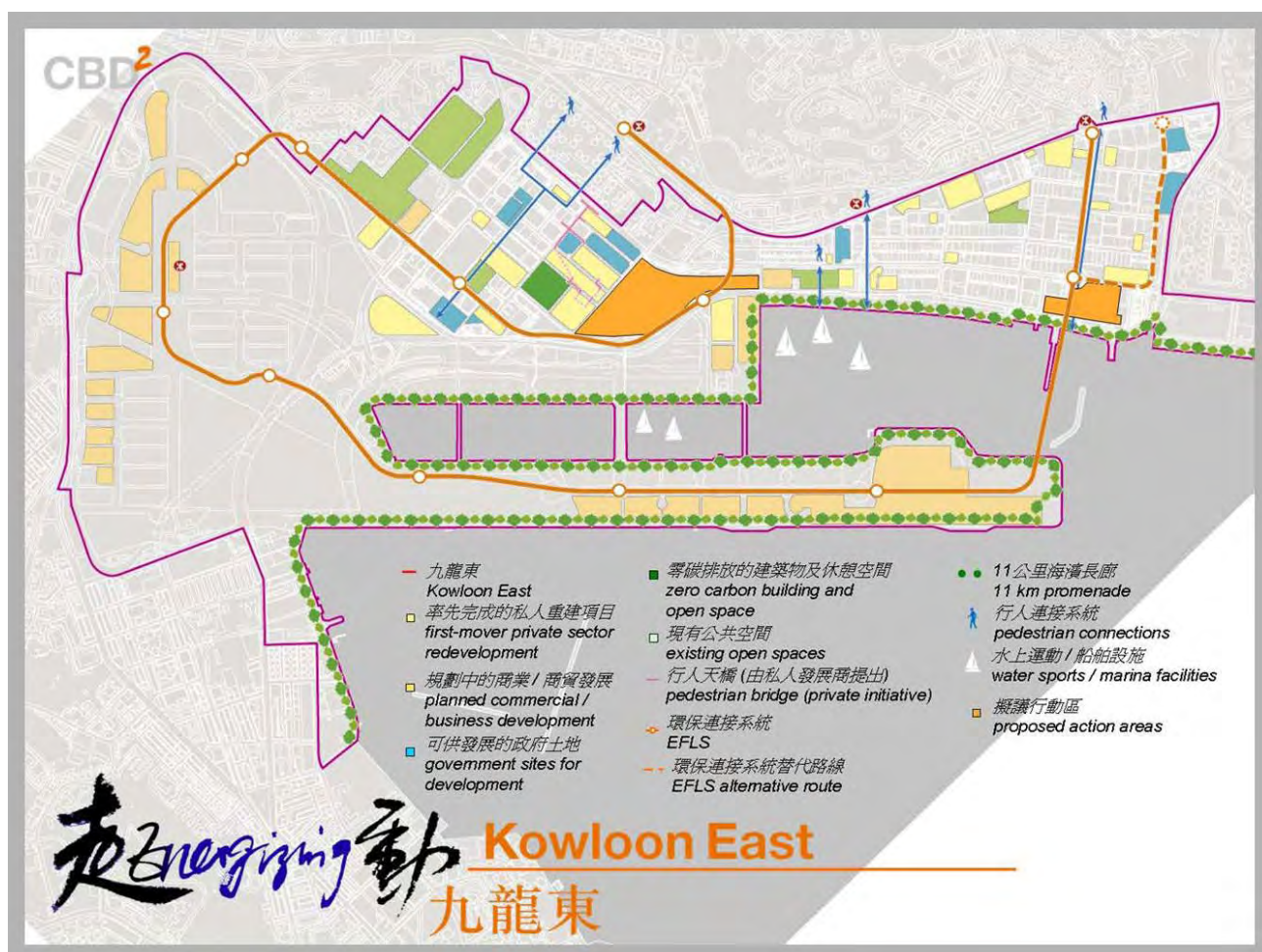


### ***Engerising Kowloon East***

In his 2011-12 Policy Address, the Chief Executive of the Hong Kong SAR announced that we would adopt a visionary, coordinated and integrated approach to expedite the transformation of Kowloon East, which comprises Kai Tak Development, Kwun Tong and Kowloon Bay, into an attractive, alternative Central Business District (CBD) to support Hong Kong's economic development.

Kai Tak Development is a huge and highly complex development project spanning over 320 hectares with the largest available land fronting Victoria Harbour. It will provide quality living environment for around 90,000 residents. It also offers impetus to revitalise the surrounding districts including former industrial areas at Kwun Tong and Kowloon Bay, following the approach in blending the new development with old districts.

To facilitate the transformation of the former industrial areas into another key CBD of Hong Kong, it is important that the infrastructural works and facilities should be well-designed and relate well to the context, planning and urban design intentions for Kowloon East. We have mapped out a conceptual master plan for the Kowloon East Business District by adopting the broad strategies of Connectivity, Branding, Design and Diversity (CBD2).



On connectivity, we will improve the accessibility to the 11 km long promenade which is under development in phases from To Kwa Wan to Cha Kwo Ling. To promote diversity in the development of the harbourfront, we will provide marinas and water sports facilities at the Kai Tai Channel to enhance vibrancy of the district. Throughout the transformation process of Kowloon East, it will offer an opportunity for bringing people to harbour and harbour to people.



### ***Our challenges...***

Victoria Harbourfront is **not a blank canvas**, nor is it a run-down dockland or under-utilized area that can be planned for comprehensive redevelopment. Majority of the Victoria Harbourfront areas have been occupied by public facilities, offices and private housing. Some harbourfront sites are also required for Hong Kong's port operation. While these have posed certain constraints for the development of a continuous promenade on both sides of the harbour, we have been looking into various solutions proactively to construct, over time, an uninterrupted promenade. This will involve relocating some incompatible public facilities to non-harbourfront sites, setting back existing or new buildings, or reserving the part facing the harbourfront for use as a promenade in the course of developing and redeveloping government structures, as well as making requirements that will enhance the harbourfront when redevelopment of private sites is being applied for.

Victoria Harbour is positioned as both a **working harbour** and a **place for leisure and public enjoyment**. We need to take into account the existing harbourfront facilities as well as the operational needs for water-dependent industries, and strike a good balance in pursuing harbourfront enhancement options so as to meet the aspiration of all sectors of the community. **Public engagement** is therefore of utmost importance in the planning and implementation of harbourfront enhancement projects. We will continue to engage the public and relevant stakeholders early, and at various stages of development, with an open attitude and underpinned by a transparent process.

With the growing public aspiration for a truly **vibrant harbourfront** for public enjoyment, the conventional government build-and-operate model may not be able to meet the rising expectation in the longer run. To create a vibrant harbourfront with more diversified attractions, we are on one hand examining the public-private partnership approach in harbourfront development, with a view to capturing the **creativity** and professional knowledge of private sector for more innovative design options and management model which is flexible and allow more **sustainable development**. On the other hand, we are exploring with the Harbourfront Commission on the establishment of a statutory and dedicated harbourfront authority, which will be tasked to push ahead with the design, construction, operation and management of harbourfront projects with a creative mindset, flexible framework and entrepreneurial culture.

