



Guidelines for a Sustainable Hong Kong Harbour

June 2007

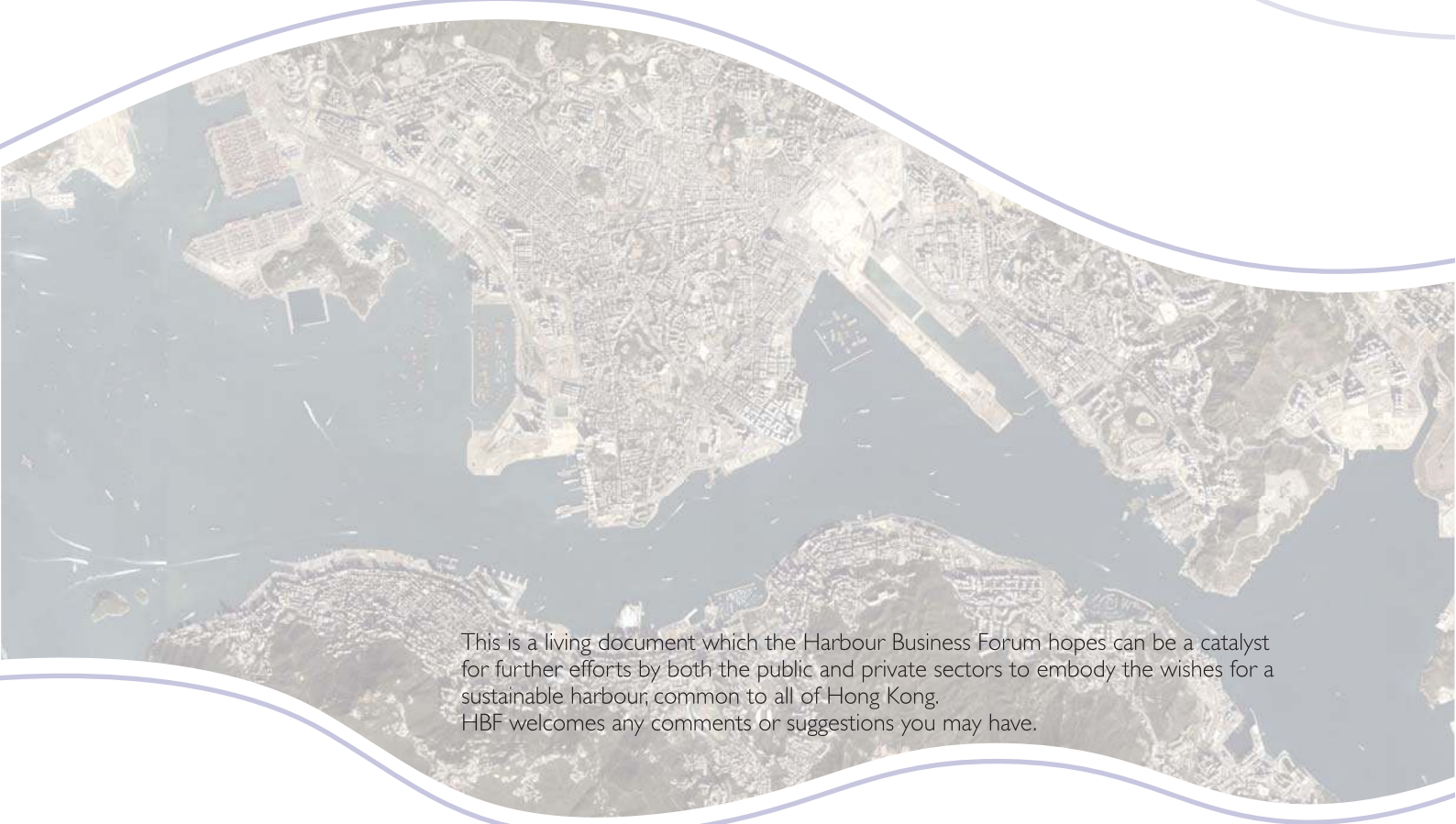
A Publication of the
Harbour Business Forum

Urban Design Consultant
the HOK Planning Group

June 2007

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An aerial photograph of Hong Kong, showing the dense urban landscape of the island and the surrounding harbor. The water is a deep blue, and the city buildings are a mix of grey and brown tones. The image is framed by a white border with wavy, organic shapes at the top and bottom.

This is a living document which the Harbour Business Forum hopes can be a catalyst for further efforts by both the public and private sectors to embody the wishes for a sustainable harbour, common to all of Hong Kong. HBF welcomes any comments or suggestions you may have.

The Harbour Business Forum (HBF)

Establishing a sustainable environment for business

The harbour is core to Hong Kong's heritage, an international icon and a source of inspiration to those who live and work here.

The Harbour Business Forum (HBF) is a coalition of diverse businesses whose mission is to see Hong Kong's harbour and harbour-front areas become a genuinely vibrant, accessible and a sustainable world class asset that can be enjoyed by Hong Kong people, businesses and tourists alike. HBF aims to engage with relevant stakeholders in order to agree upon, and implement, a sustainable vision for the harbour. For further information please visit: www.harbourbusinessforum.com

Purpose and Intent of the Guidelines

- The purpose of HBF's Guidelines for a Sustainable Harbour is to build upon the Harbour-front Enhancement Committee's (HEC) Harbour Planning Principles (2006) (themselves a further development of the original Harbour Planning Principles) and to provide a checklist to guide the sustainable planning, protection, development and management of the Hong Kong's Harbour and its harbour-front areas.
- The Guidelines are designed to highlight select recommendations for the physical design and development of individual projects and wider planning efforts across the entire harbour. Although not binding, the Guidelines are intended to portray the perspective of the business community in an effort to enhance Hong Kong's competitive advantage in the region.



Guidelines for a Sustainable Harbour

To enhance vibrancy and accessibility



Championing the Bigger Picture

Hong Kong's harbour is the heart of our city. It is Hong Kong's greatest public space and should be celebrated as such. It should be regarded as a unique and vital part of the city's infrastructure and a destination that people can access, where they enjoy spending their time and which offers a wide enough range of activities to keep people returning.

If we are to do better with our harbour, we need to understand the nature of the social, environmental and economic opportunities which it provides beyond rentals and building lots that dominate the harbour-front today. Valuable lessons can be learnt from how other cities connect with their waterfronts - from Boston to Singapore waterfront developments are taking place which are breathing new life into communities and attracting activity and commerce to previously sterile areas.

As in any business plan, there is a need to take a broad look at the product. Within these Guidelines the product is the whole of Hong Kong's harbour and we have developed a "big picture", holistic vision for the harbour so as to enhance its identity, vibrancy, accessibility and opportunities. HBF believes that the key to unlocking the potential of waterfront is to remove the accessibility barriers in order to connect and reconnect people to the harbour:

It is hoped that these sustainability Guidelines will inspire best practice in harbour development by both the broader community and government and they are divided into three categories - Access, Economics and Environment - for easy reference. Recommendations vary in the level of prescription from general suggestions to specific parameters for good design benchmarks - crafted to encourage a holistic process. Hence they are presented in a list format that allows the user to assess their potential for successful integration into different types of project.

State of the Harbour Today

A need to consider the harbour's environmental, economic and social value



Hong Kong's harbour has played a key role in Hong Kong's economic development and its protected deep waters have offered a shipping passage to world trade for more than 160 years. From the earliest years of British settlement in Hong Kong, land reclamation of the harbour was regarded as one of the most cost-effective means to meet the steadily-rising demand for development property. At the same time, in the absence of a broader based fiscal policy, the sale of reclaimed land generated recurrent revenue through land sales. Currently, however, with less than one percent annual population growth, Hong Kong can afford to have a rethink about plans for its harbour.

In January 2004, the Hong Kong government halted future reclamation of the harbour when the Court of Final Appeal handed down a judgement against reclamation as specified in the Protection of the Harbour Ordinance. This can only be reversed by establishing an 'overriding public need' for reclamation. The government has publicly pledged that it will undertake no future reclamation, apart from projects already under way in the current Central Reclamation Phase III, the Wan Chai Development Phase II, and the Southeast Kowloon Development.

With substantial reclamation no longer viable, the focus is shifting to the limited land available on the foreshore. Such land is currently dominated by transport infrastructure, lacks vibrancy and provides limited pedestrian and ground-level access to the harbour itself. This is at odds with harbour-front trends elsewhere in the world, which define urban regeneration and provide access to waterfront areas as public spaces.

By contrast, much of Hong Kong's waterfront is inaccessible, uninspiring and sterile, with few restaurants or cafés along the harbour-front, and very few places to relax and enjoy the stunning views. Long stretches of the harbour-front remain inaccessible, or are blocked, lie dormant or is used as a temporary car park.

With an estimated 8 million residents and 70 million tourists by 2030, the harbour should be a showcase for Hong Kong with a high degree of social, economic and environmental vibrancy. The quality of the environment surrounding the harbour is fundamental to the realisation of such an objective.

An attractive and accessible harbour will add to the well being and quality of life in Hong Kong, increase Hong Kong's attractiveness to tourists, and act as a magnet for foreign business and the world class human resources necessary for Hong Kong's sustained economic growth. We have much to learn from what other city planners have been through in developing a plan and vision for their respective harbours, and more importantly, the benefits these transformations have brought to people's lives.



Guidelines for a Sustainable Hong Kong Harbour

a summary matrix



Access



Business



Environment

Diverse and Accessible Waterfront

Create a diverse and accessible pedestrianised waterfront that enhances Hong Kong people's quality of life.

Business and Economic Opportunities

Create a business and economic framework that captures the value of the harbour's global competitive advantage.

Enhance Hong Kong's Key Environmental Asset

Enhance and preserve the harbour's cultural and environmental heritage.

A1 Enable Access

Prioritize waterfront access to pedestrians via clear corridors and land and marine-based public transportation.

B1 Leverage Waterfront

Promote business and commercial uses that benefit from direct access to the harbour and uniquely contribute to harbour activity.

E1 Celebrate Heritage

Enrich the many parts of the waterfront by reflecting the heritage and culture of its shoreline and interior neighbourhoods.

A2 Open to all Users

Make the harbour usable for all people by creating a variety of activities that provide a sense of enjoyment, a sense of place.

B2 Build Harbour Brand

Protect, increase and capitalise upon the real estate value, prestige of address, and brand identity imparted by the waterfront and skyline.

E2 Reduce Infrastructure

Enhance the harbour's natural environment by reducing the dominance of roadways, logistic, industrial and utilitarian activities at the waterfront.

A3 Connect Promenade

Create memorable experiences along a continuous waterfront promenade that invites the public back for more.

B3 Diversify & Synergize

Encourage synergies that come from diverse economic activity across the whole harbour.

E3 Improve Breatheability

Enable circulation of air and waterfront senses to and from the harbour and the city.

A



*Create a diverse and
accessible pedestrianised
waterfront that enhances
Hong Kong people's quality of life*

The business community recognizes the value of pedestrians, not only as an indicator of consumer numbers, but also as a sign of quality of life. Just as the mid-level escalator is a success story of improved access resulting in a natural boost in commerce activity, so can be the story of a connected waterfront.

The following guidelines identify land use and physical design mechanisms that improve not only the quantity but also the quality of physical access for all, to,

- A1 Enable Access
- A2 Open to All Users
- A3 Connected Promenade



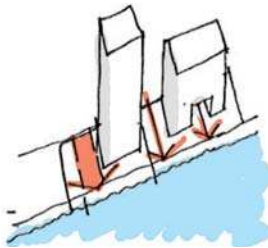


Prioritize waterfront access to pedestrians via clear corridors and land and marine-based public transportation.

The following guidelines can enhance the development value of the harbour by enabling greater pedestrian traffic and activities on the waterfront and reducing navigational barriers to harbour-front-located commerce.

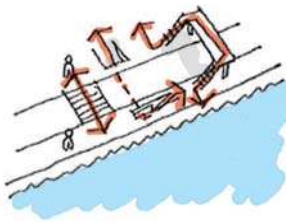
A1.1 Provide Public Access through All Corridors

Ensure safe, inviting public access through all new developments leading to the harbour. Convert private access corridors to public access and remove barriers that discourage public uses.



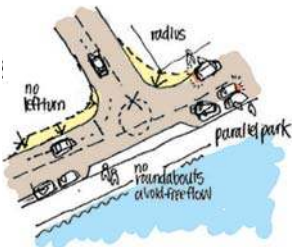
A1.2 Promote Pedestrian Choice of Access especially At-Grade Crossings

Street level crossing to the harbour should be a priority, offering the most direct and clear access. Platforms, bridges, subway tunnels, passages through buildings – provide additional choice, but should not replace at-grade, public crossings as they do not create the same confidence of belonging and ownership for pedestrians.



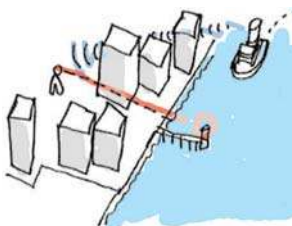
A1.3 Accommodate Slow, Calm Vehicular Access to Waterfront

Design of the harbour-front should provide access opportunities for the physically challenged, the elderly and families. In providing this access, a slow, calm vehicular environment is essential, which can be achieved through features like on-street drop-offs, parallel street parking, minimized radii for roadway geometry, minimal numbers of lanes, junctions requiring full stops for vehicles and elimination of dedicated turn lanes.



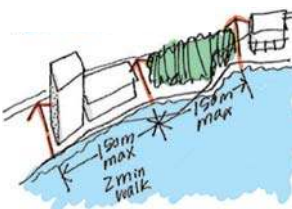
A1.4 Visual Anchors to Guide Pedestrians to the Waterfront

The harbour serves as an important point of reference for pedestrians, whether they are on the water's edge or deep in the city. Whenever possible, waterfront landmarks, signage and visual or sound cues should be preserved to intuitively lead pedestrians to the waterfront and to make the spatial layout of the city more understandable as a whole.



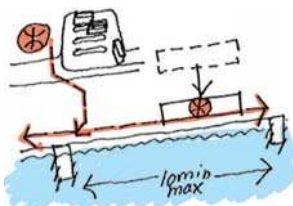
A1.5 Ensure High Frequency of Access Corridors along Waterfront

Access corridors to the waterfront from inland should occur regularly and frequently. Direct pedestrian access to the harbour should be not more than a four minute walking distance from any district destination. The waterfront should have a public access inland to the nearest public roadway at intervals of no more than 2 mins walks, about 150m maximum.



A1 Enable Access to the Waterfront - continued

access



A1.6 Ensure Connectivity to Public Transportation

Waterfront corridors should have uninterrupted links to MTR stations, bus termini and ferry piers. Prioritize new MTR stations directly on the waterfront to improve ease of public access, particularly at points of commercially active waterfront uses. Create more public and private ferry landings, at least one every ten minutes walking distance along the harbour-front.



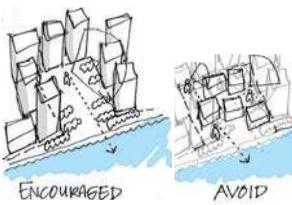
A1.7 Improve Access from the Sea

Create more informal landings and steps to the harbour to enable passenger loading and unloading from sea craft and pleasure boats.



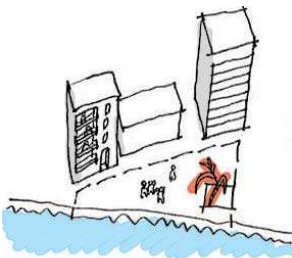
Make the harbour usable for all people by creating a variety of activities that provide a sense of enjoyment, a sense of place.

Once at the waterfront the public should feel welcome to experience the waterfront at any time of day, at any age, in any social situation. Access comprises not only the ability to get to the waterfront, but also the peace of mind and sense of belonging to stay and enjoy it time and again.



A2.1 Take Advantage of Openness for Waterfront Activities

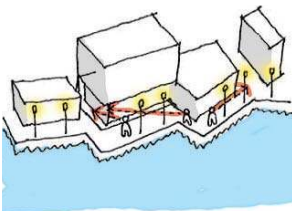
Activate wide open waterfront spaces with recreational uses that encourage interaction with the water. Create these “breathing rooms” at the ground level. Maximize natural landscaping and amenities to create a sense of the harbour environment extending into the districts.



A2.2 Encourage Uses that Maintain Activity throughout Day and Evening

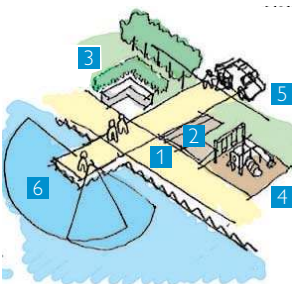
Carefully balance the uses in each area so that activity can be maintained throughout the day and evening. This can be achieved through a mix of commercial, residential, hotel, and cultural destinations.

Create a sense of ownership and pride in the harbour by ensuring opportunities for public art and exhibitions.



A2.3 Ensure a Sense of Security

Ensure that paths and passages away from the waterfront to nearby streets are clearly visible from every public part of the waterfront, and are no more than three minutes walk from any point on the waterfront. Provide sufficient pedestrian lighting and mobile phone coverage along such areas.



A2.4 Ensure Access for all User Groups

The following elements are essential along the waterfront to accommodate the needs of specific user groups.

| | |
|---|---|
| 1. Unobstructed pathways | Elderly Handicapped Athletes Prams |
| 2. Facilities for pets | Pet owners |
| 3. Private corners and nooks in the shade | Couples Small groups |
| 4. Safety designed activity areas | Families School children Teenagers |
| 5. Easy drop-off / pick up | Business people and travellers Shift workers |
| 6. Vantage points | Leisure tourists |

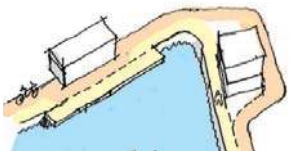


A3 Connect Promenade access



Create memorable experiences along a continuous waterfront promenade that invites the public back for more.

The promenade is a place where people can feel connected to the waterfront and feel the context of the city. Pedestrians will also be able to connect from one part of the city to the next via the promenade.



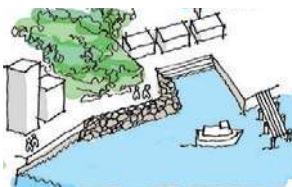
A3.1 Ensure a Connected Promenade

A connected promenade should circle the harbour at the water's edge. Where this is infeasible, the promenade can depart from the water's edge but should remain unbroken. Pedestrian, retail and dining activity may extend over the water's edge to help make this happen.



The promenade should be wide enough to safely accommodate pedestrians, bicycles, skaterboarders, dog walkers, seating and emergency vehicular traffic, along with provisions for prams, handicapped and elderly. Bicycles and higher speed traffic should have a dedicated right of way where possible. The number of vehicular crossings should be minimized, and traffic calming measures be implemented to prioritize pedestrians.

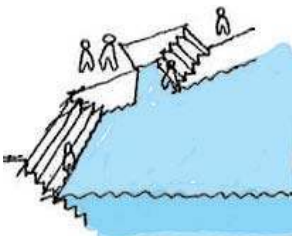
Where the width that is adjacent to the water's edge becomes too narrow to accommodate both pedestrian and bicycle traffic, the bicycle route should pull away but remain continuous and well marked. Future provision for a tramway should be retained where possible, sharing right-of-way with bicycles if necessary.



A3.2 Provide Diversity of Promenade Character

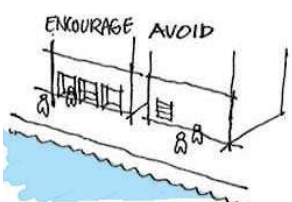
The physical treatment of the waterfront edge should be consistent with a district's identity and character; and accommodate desired waterfront activities. This may include careful placement of seawalls at pier/boarding locations, rip raps, steps to access the water, and gravel and sand beaches.

To avoid a monotonous experience, the promenade should not extend for more than three minutes walk without an interruption in its character:



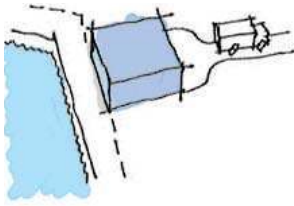
A3.3 Encourage Access to the Water

The ability to touch the water is a fundamental part of any complete waterfront experience. Fishing is accessible from some locations today, and more should be created through steps leading into the water, piers and beaches. Although today's water quality may not be inviting to many people, the harbour's edge should accommodate, improvements over time.



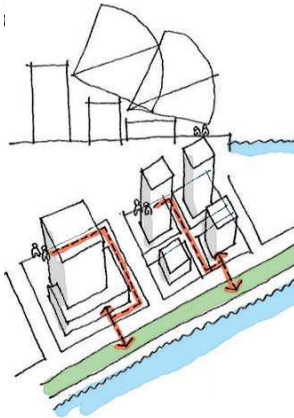
A3.4 Activate Promenade Edges

Entrances and pedestrian openings to harbour-front development should face the water edge. Building facades on the water side should have no length greater than ten meters without openings or fenestrations that enhance the pedestrian promenade experience.



A3.5 Avoid Interruptions to the Promenade

To prevent utilities and services from negatively impacting the pedestrian experience on the promenade, all regular service entries should be placed off the waterfront address and the promenade. Utility facilities should be carefully placed to prevent obstructing public access.



A3.6 Protect Human Scale of the Waterfront Experience

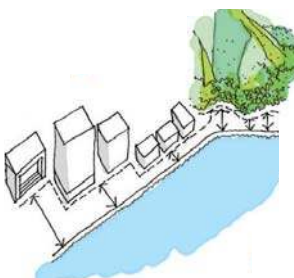
The scale of the waterfront needs to be sensitive to the users. This requires design guidelines specifically addressing setbacks and heights of the buildings, shadowing, and the width of sidewalks and roadways.

New developments on the harbour-front should be of smaller scale to provide for multiple pedestrian access points at ground level, between low scaled buildings to a variety of waterfront open spaces and the harbour.

Smaller buildings of 1-2 storey heights allow permeability and more interesting pedestrian spaces, protect views from corridors and existing users, and can follow an articulated water edge, creating more opportunities for diversity and vibrancy.

Larger buildings block ventilation to the interior, and cut off views and access, requiring pedestrians to walk around buildings and often have less variety of route.

Lower building heights closer to the water so as to provide views to the harbour for as many users as possible, even from points well inland. This also fosters small scale harbour-front development, and minimizes the sense of buildings hanging over pedestrians enjoying the waterfront.



A3.7 Vary Setback of Buildings According to Uses

A minimum waterfront setback should be maintained for a continuous pedestrian promenade. Setbacks should widen and narrow at various locations to enhance the diversity and character and create a sense of procession from one discreet waterfront district to the next. These setbacks should be consistent with the district identities and generously accommodate desired waterfront activities.

B

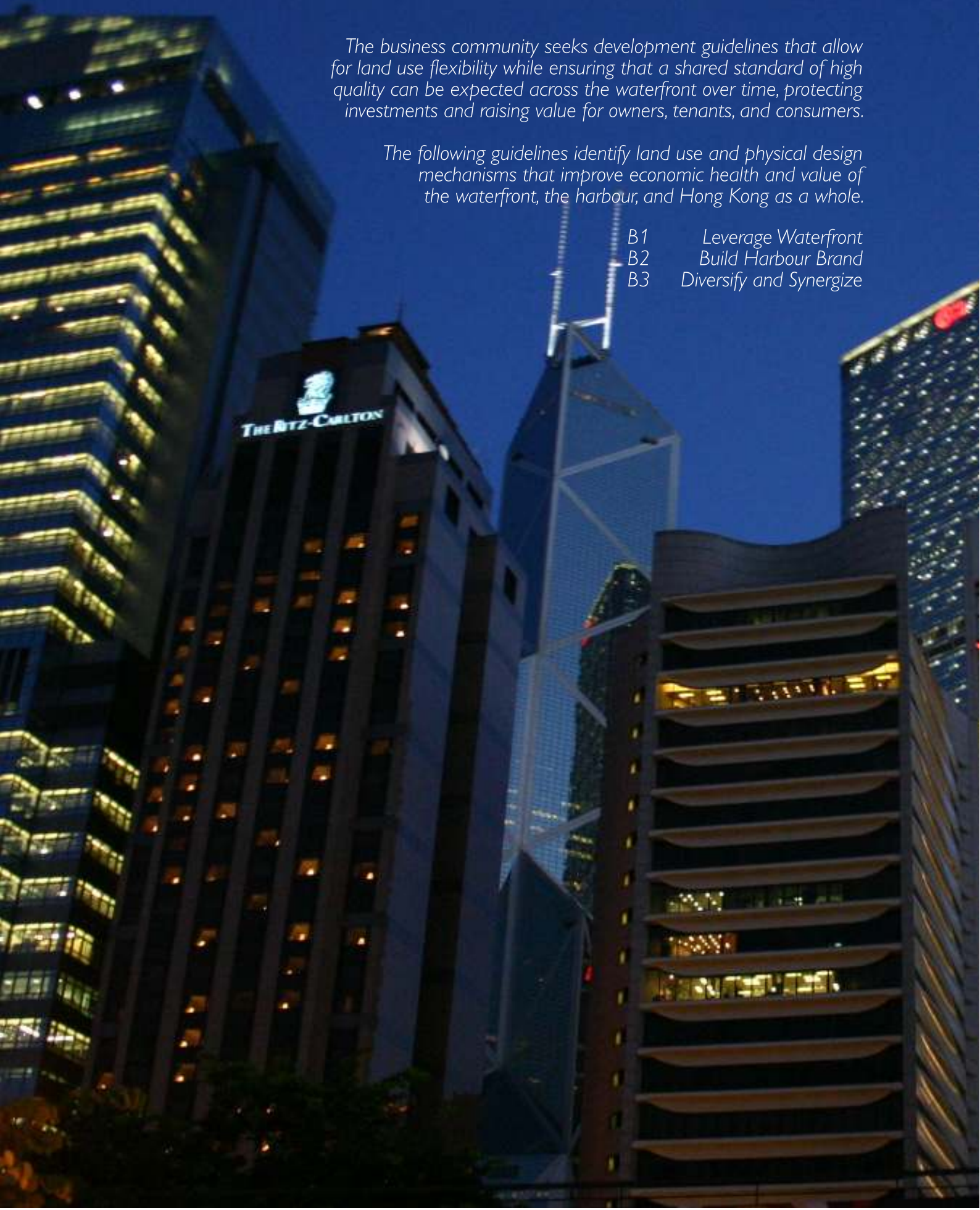


Create a business and economic framework that captures the value of the harbour's global competitive advantage

The business community seeks development guidelines that allow for land use flexibility while ensuring that a shared standard of high quality can be expected across the waterfront over time, protecting investments and raising value for owners, tenants, and consumers.

The following guidelines identify land use and physical design mechanisms that improve economic health and value of the waterfront, the harbour, and Hong Kong as a whole.

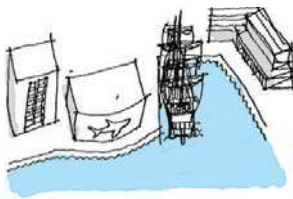
- B1 Leverage Waterfront
- B2 Build Harbour Brand
- B3 Diversify and Synergize





Promote business and commercial uses that benefit from direct access to the harbour and uniquely contribute to harbour activity.

The waterfront is a limited brand and resource. The following guidelines help the city make the most of its waterfront and not waste it on activities that could be located anywhere else.



B1.1 Encourage Activities Derive Special Value from Such Contact

Such activities may include, but not be limited to:

- open amphitheatre
- aquarium
- maritime uses
- commercial uses that have thematic or topic relationship with water; maritime activity, views and nature, or other harbour references
- residential uses that capture visual and physical access to the waterfront and allow public access at the waters edge
- temporary uses and events that enjoy the backdrop of the Harbour and its public access, like carnivals



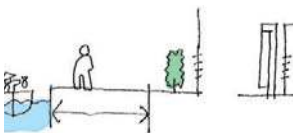
B1.2 Provide Public-Orientated Infrastructure that Supports Activities

Such elements may include, but not be limited to:

lighting, new piers, illuminated plazas, seating, public facilities such as toilets, swimming pools that face the harbour; exercise areas.

B1.3 Keep Away from Direct Waterfront Uses that do not need Immediate Access to the Waterfront

Land uses and activities that can function while located away from the waterfront should take less priority, including but not limited to stadia and arenas, internally focused uses like indoor cinemas, private institutions and warehouse and industrial uses.

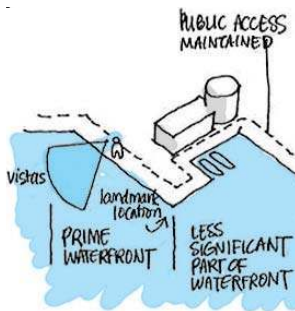


B1.4 Create Visual Stimulation on Waterfront

Disguise vehicular and service access points, ventilation grilles, and other clearly utilitarian facades of offending uses. Locate facilities away from the waters' edge at a distance that accommodates the promenade to protect visitor experience of the waterfront.

Move cargo warehousing and industrial uses that create excessive noise, pollution and debris pose threats to public safety. Activities that pose little threat to public safety are encouraged to create a lively & diverse atmosphere.

Leverage Waterfront - continued



B1.5 Ensure that Water Related Uses Maintain Direct Access to the Water's Edge

Some maritime, commercial and institutional uses generate activity and destination, but have operational and security requirements that may restrict public access to the water. Such uses should be located at a less significant point on the waterfront in terms of public access, geographic significance, cultural or natural heritage, or open vista. Public access should be guaranteed for as much of the days and year as possible.



Protect, increase and capitalise upon the real estate value, prestige of address, and brand identity imparted by the waterfront and skyline.

Through careful planning and thoughtful consideration, Hong Kong harbour should be able to strike a fine balancing act that accommodates businesses, residents, and tourists. Accomplishing a well planned and functioning harbour will further enhance the brand of Hong Kong.

B2.1 Reinforce Hong Kong's Competitive Advantage

A beautiful harbour environment can be a key factor in attracting talented profession to H.K.

It is important to provide a variety of residential types and densities along the harbour's edge to help Hong Kong compete with other cities in providing a choice of quality living space.



B2.2 Harbourwide Contribution to Hong Kong Image

The visual composition of Hong Kong's skyline changes continuously with the rising dominance of vertical elements (skyscrapers). The postcard image of Hong Kong can gain depth and scale with a foreground layer of waterfront elements. These elements emphasize the sweep of the promenade refocusing the view to attention on the natural grandeur of the harbour and the mountains in the background.

B2.3 Preserve and Enhance Views to and from the Harbour

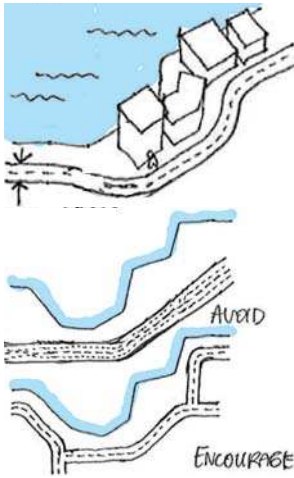
New developments affecting the skyline should complement Hong Kong's signature skyline.



B2.4 Protect Views to the Ridgelines

Maintain views of mountain ridgelines and the natural hillside to retain the sense of connection from hills to water. The building free zone below the ridgeline should be enforced to preserve these views. Though subjective in nature, the measure of view protection can be made from historically important vista locations, including Victoria Park, West Kowloon Point, the tip of Kai Tak runway, Tsim Sha Tsui waterfront, HKCEC, and the Star Ferry terminal.

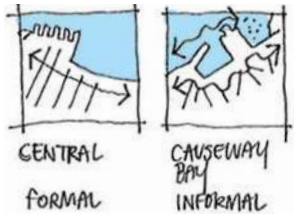
Build Harbour Brand - continued



B2.5 Create Unique Waterfront Addresses

Create conditions that demand high quality design by establishing high value waterfront street addresses. This is achievable with:

- Alignments that follow the contours of the waterfront thereby creating shorter stretches of streets, making entrances feel part of a bigger neighbourhood
- Reduce traffic flow with narrow widths and fewer lanes
- Reduce traffic flow with deliberate non-connectivity across long distances to discourage through traffic



B2.6 Reflect District's Identity with Compatible Uses & Activities along the Waterfront

The character of the waterfront in each area should be compatible with the primary economic and community identity of each district and respond to the needs and activities of its users. Harbour-front amenities should be suitable to the level and types of activities that enhance the district's identity.

B2.7 Balance Vertical Views with Unifying Horizontal Foreground Layer

The skyline should be composed of varying heights with a horizontal foreground of lower developments on the waterfront, and taller developments located inland.

B2.8 Encourage Uses and Developments that Embody Sustainable Design

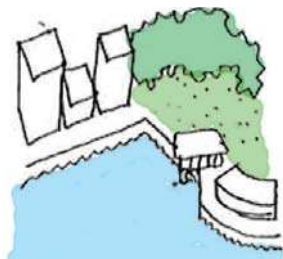
Encourage uses and development that illustrate, exemplify and educate Hong Kong's leadership in responsible landuse. Prioritize use of HKBEAM and other measures of sustainable planning and design.

Diversify and Synergize



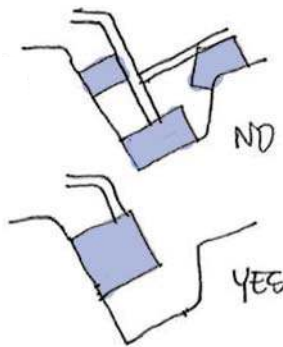
Encourage synergies that come from diverse economic activity across the whole harbour.

Projects and developments should be considered in the context of the whole harbour, not just one site or even one district. These guidelines illustrate a holistic approach that puts the right uses in the right places when the harbour is viewed as one dynamic, non-competing whole.



B3.1 Creating Multi-Visit Destinations

A diversity of destinations and activities across the entire waterfront encourages a broad spectrum of visitors. In addition to active uses, certain spaces should be reserved for low intensity activities. Avoid concentrating singular uses all in one area. Implementing a different type of shopping experience such as a farmers market, and building different types of residential units should be considered.



B3.2 Locate Special Land Uses to Minimize Required Infrastructure & Maximize Economic Effects

Where particularly heavy infrastructure demands are present, uses should share utilities and servicing so as to minimize the total need for large infrastructure. For example, locate cruise ship terminals adjacent to other heavy demand uses. Avoiding over-distribution of roadways and infrastructure will help generate economies of scale and minimize impacts of unrelated uses.

Locate sea craft service yards, carparks, and utilities with other uses that emit industrial noise, assembly activities, vapours and fumes from fuel and noxious materials.



B3.3 Balance the Identity of Districts Around the Harbour with Each Other

A district identity with a distinct character should not be replicated in too many places across the harbour.

For example, if every destination across the harbour offered a mix of retail pavilions there would be little reason to visit new parts of the harbour; and districts would become homogenized. On the other hand, limiting a particular activity to one or two locations around the harbour reduces interdistrict competition for visits.

Create multiple layers of attractions, enticing visitors to travel from one area of the harbour to another. Provide:

- Safe, environments for families, with wide visual command of open space for children to play safely
- Hidden coves and perches for romantic rendezvous
- Multiple seating configurations to accommodate a wide range of group sizes: families, school groups, tour groups, domestic helpers
- Large flexible spaces that allow seasonal use for performances, festivals, fairs, exhibitions, media events, athletics, installation art, gatherings and corporate or institutional functions

E

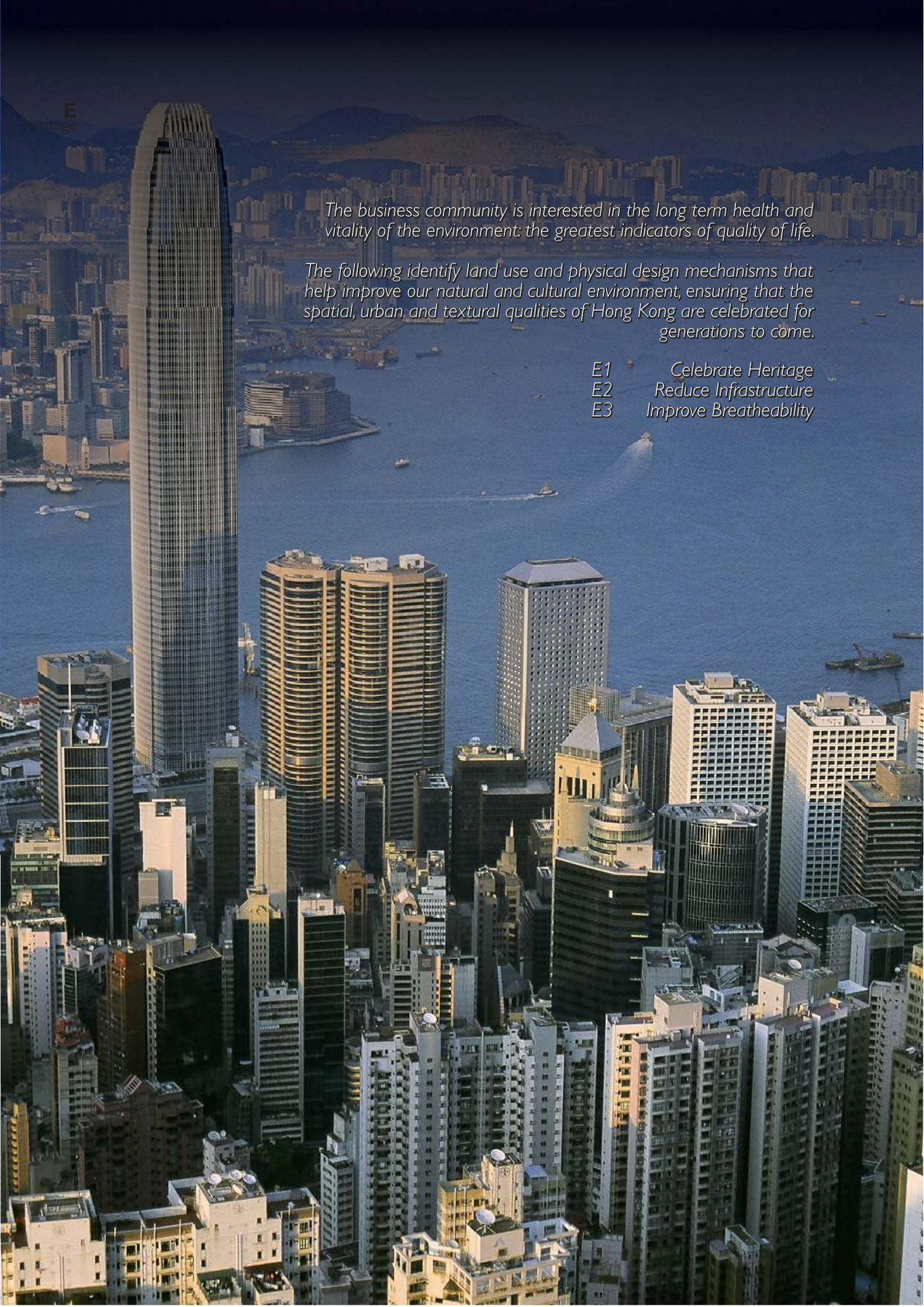


*Enhance and preserve
the harbour's cultural and
environmental heritage*

The business community is interested in the long term health and vitality of the environment: the greatest indicators of quality of life.

The following identify land use and physical design mechanisms that help improve our natural and cultural environment, ensuring that the spatial, urban and textural qualities of Hong Kong are celebrated for generations to come.

- E1 Celebrate Heritage
- E2 Reduce Infrastructure
- E3 Improve Breatheability





Enrich the many parts of the waterfront by reflecting the heritage and culture of its shoreline and interior neighbourhoods.

As the harbour has shrunk over the years, a sense of connection and history has been lost between the new shoreline and the districts inland. Every part of the waterfront should provide a window into the heritage of the city behind.



E1.1 Demand High Quality Design for a Heritage Harbour

The harbour-front must not only be continuous, but it should offer moments of extraordinary experience. Invest in high quality design of the harbour-front for the creation of a future heritage. The value of great design is long lasting and engenders a sense of pride and ownership among all users.



E1.2 Distinguish Districts with Focal Landmarks on the Waterfront

Each district should offer a different experience across the entire harbour. Tall landmarks help mark clusters of skyscrapers, but should be tempered where the surrounding heights of buildings are low. Low, horizontal landmarks help distinguish district destinations lost in a sea of tall structures and provide a more human scale to the waterfront.

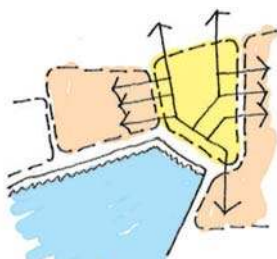


E1.3 Capture and Enhance “Geographic Heritage”

District identities should be strongly influenced by their geographic heritage, whether natural or constructed. For example the linear extension of the Kai Tak runway into the harbour is an important element in the story of Hong Kong’s development.

Other examples include but are not limited to:

- The sheltering cove of Yau Tong Bay/Lei Yue Mun
- The formal, urban living room of Central reaching to the Star Ferry, framed by the illustrious guards from multiple eras: LegCo, the old Bank of China, HSBC headquarters, Prince’s Building, the Mandarin, Jardine House and City Hall
- The capes of West Kowloon/Tsim Sha Tsui
- The Marine Police Station hill at Tsim Sha Tsui.



E1.4 Complement Neighbouring Districts

Districts across the harbour can benefit from each other. Complementary developments in neighbouring districts can serve as a catalyst for improvement and economic growth throughout the area. Multiple street connections between districts encourage continuous traffic between district destinations. New developments should respect key views and take utmost caution to avoid negative impacts of infrastructure on neighbouring districts.



E1.5 Infuse Historic Preservation and Reuse into New Harbour Vision

Preserve cultural and heritage structures on the harbour-front. Enhance the presence of existing cultural landmarks and propose creative, new uses for heritage structures to lend character and integrate them into waterfront developments.

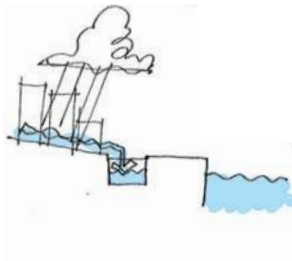


E1.6 Rehabilitate Natural and Native Shoreline

A natural shoreline creates opportunities for habitat regeneration, adding to the diversity of environments across the harbour, and more reasons for repeat visits to the waterfront. Encourage natural settings and the use of native vegetation to encourage a uniquely local landscape.

E1.7 Encourage Green Development on the Harbour

To strive for a cleaner harbour environment, new developments on the waterfront should be “green,” utilizing sustainable site planning, landscape and building design. Sustainable strategies should include measures to reduce traffic, indoor and outdoor pollution, energy and water consumption, and impacts from storm and wastewater; to minimize construction impacts, and be a model for other developments across Hong Kong.



E1.8 Protect Harbour from Runoff Impacts from Development

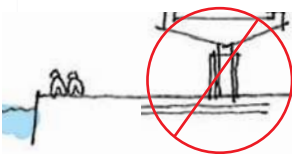
Use parks, swales, sediment traps, and other tools to intercept stormwater runoff from waterfront development sites and public land and roads. This will protect the harbour from pollution by surface contaminants, grease, oil, and rubbish.

Encourage infiltration of runoff water into the ground, or its capture, filtration and reuse.



Enhance the harbour's natural environment by reducing the dominance of roadways, logistic, industrial and utilitarian activities at the waterfront.

Ensure a variety of diverse and publicly accessible waterfront experiences across the harbour by providing pedestrian-orientated uses on the waterfront instead of impact-generating infrastructure.



E2.1 Minimize Infrastructure and Utilities on the Waterfront

The waterfront should be free of major infrastructure, including but not limited to major roadways and expressways, drainage reserve land, sewerage treatment plants, and exposed electrical substations.

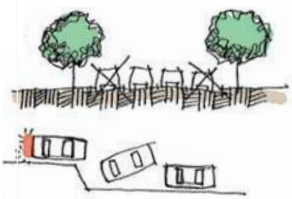
Orientate and reposition ventilation, carparking and service access for utilities away from the waterfront edge to minimize disruptions to the public experience.



E2.2 Reduce Vehicular Traffic at the Waterfront

Significantly reduce roadways and carparking provision on the waterfront, thereby slowing vehicular speed for pedestrian comfort and safety. The reduced convenience for passenger cars may even make public transportation a more preferred means of accessing the harbour.

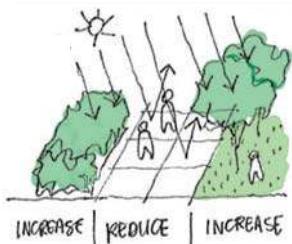
Interpret minimum car parking provisions per planning standards as maximums for new and retrofitted developments, or even reduce provisions. Provide preferred carparking and access for alternative fuel vehicles, and other incentives for public transportation. Provide bicycle parking and locker facilities.



E2.3 Encourage Narrow Roadway Designs

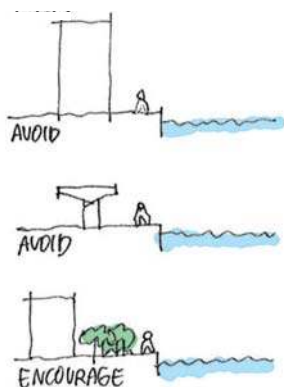
Reduce number of lanes and turning radii at corners to reduce the speed of vehicular traffic at the water's edge, enhancing pedestrian safety and comfort. Other mechanisms include parallel parking, narrower lane widths and traffic calming devices. Eliminate through-connections for waterfront addressing streets to reduce traffic that may use these environments as traffic bypasses.

Take advantage of opportunities to share harbour views with the public through creating safe viewing points - accessible day and night.



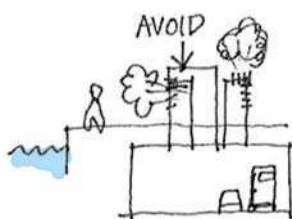
E2.4 Decrease the Proportion of Hardscape on the Waterfront

By using fewer elements of hard pavement and dark stone, the landscape design of the waterfront can reduce heat gain and the heat-island effect, thereby increasing the sense of cooling at the harbour. Vegetation, water, and heat reflective surfaces help to accentuate the sense of relief from the urban built environment.



E2.5 Downplay the Built Environment at the Water's Edge

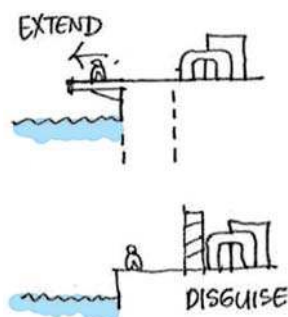
The cacophony of buildings should become secondary to a unifying natural environment that celebrates the unique presence of the harbour. Large built elements may seem to create striking landmarks when viewed from a distance. However they also create inhospitable environments with oversized structural and mechanical elements at the ground level. This can create overshadowing, relentless glare, and an oppressive scale at the pedestrian level.



E2.6 Avoid Elevated Roads, Tunnels that Ventilate onto the Water, and Elevated Pathways within 10m of the Waterfront Edge

Dust, rubber, heavy metals, noise, and air pollution from elevated roadways or tunnels pose health hazards. The visual impact of the undersides and structure of elevated roads and tunnel spaces also destroy waterfront character.

Although pedestrian links to the waterfront are important, such connections should be at ground level or otherwise should be visually non-intrusive to the experience of wide open views along the waterfront.



E2.7 Hide Visual Blight

Where roadway infrastructure, utilities, or other unsightly elements are a temporarily unavoidable part of the waterfront, disguise the edge facing the waterfront to emphasize a pedestrian-friendly nature. Widen pedestrian paths to create more distance, where the waterfront edge is close.



Enable circulation of air and waterfront senses to and from the harbour and the city.

One of the city's greatest challenges today is achieving a sense of clean air and a clear relationship with the harbour. Even low buildings can block sensory connection to the waterfront, accelerating the loss of orientation and ventilation throughout the urban fabric.



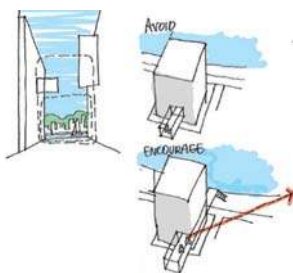
E3.1 Extend Sense of Harbour into Districts

Sensory connections include water borne breezes, visual cues of maritime activity and the sounds of shipping and harbour activity. Encourage an awareness of the openness of the harbour-front with the feeling of harbour breezes deep in the city through open breezeways that connect the streets and plazas in each district to the waterfront with generous spaces between buildings, including at the ground level to enhance ventilation and sensory connections to the harbour. Ensure each district has at least one such major "breathing room", ideally connected to the district's waterfront node. Retain locational benefits of spaces that used to be, or are currently, on the waterfront where reclamation has occurred.



E3.2 Concentrate Buildings of Similar Heights in Clusters

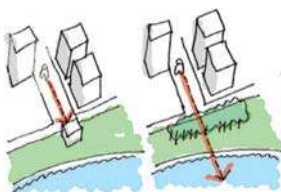
Clustering buildings with similar heights creates an urban skyline as well as an aesthetically pleasing rhythm. Avoid monolithic, impenetrable and monotonous waterfront facades and developments that are incongruous with the overall composition of the skyline and prevent circulation of air.



E3.3 Ensure Frequent & Spacious Street Level Views

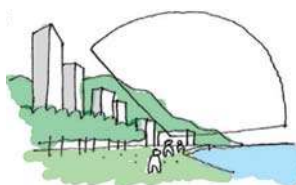
Streets leading to the harbour provide valuable view corridors from within the city to the waterfront. Signage and other structures along these sight lines, that may interfere with harbour views should be minimized.

Pedestrian connections to the waterfront should be located along block edges rather than through development blocks, such that continuous views and orientation to the harbour are preserved.



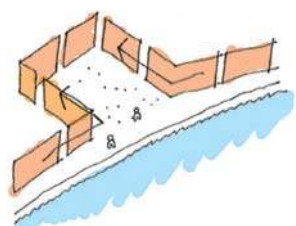
E3.4 Protect Existing Views of Open Water for line District / Neighbourhood Users

Protect water views that create value for both business and residents through height limits and maintaining clear view corridors. Trees and canopies are preferable to built structures to provide a permeable ground level view deep into the city fabric.



E3.5 Openness and Sense of Escape

The harbour waterfront is a place that defines the balance of living in Hong Kong – a bustling city that also has a space where one can enjoy the views afforded around the city. The waterfront should be a place for relaxation, enjoyment and reflection. Ensure a large visual access to the sky from harbour's edge when looking in any direction.



E3.6 Reinforce Harbour Façade Character as Frames for Breathing Room

Where the harbour-front promenade widens to become larger open spaces, the treatment of surrounding building facades that frame the open spaces should be similar with those on the waterfront address.



Harbour Business Forum June 2007

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