



# HBF Review of Central Reclamation and Waterfront

based on Hong Kong Harbour Planning Principles  
Harbour Business Forum

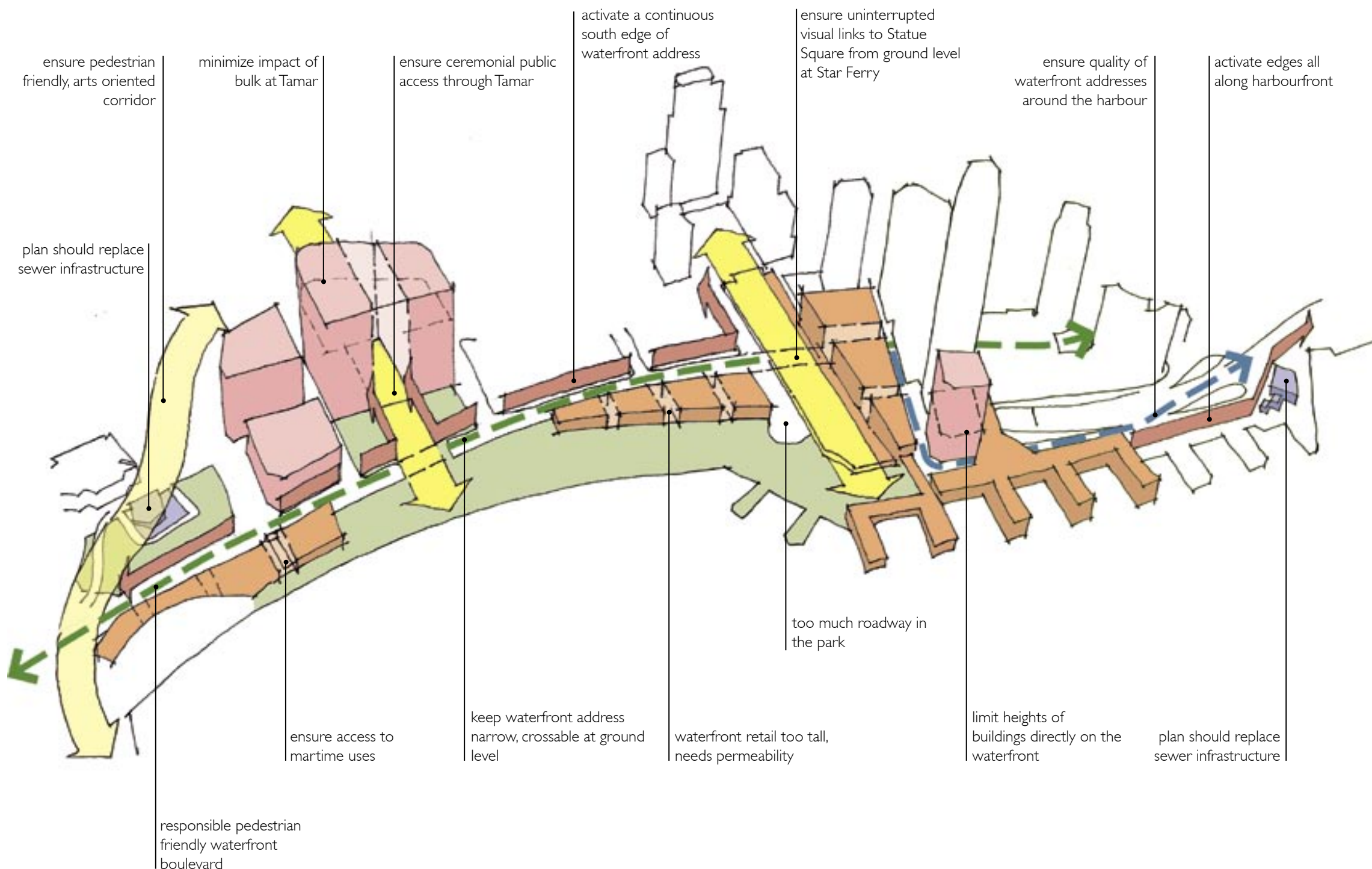
an interim document to establish measures and criterion for the improvement of Central,  
as part of a Harbour-wide assessment of good planning principles

February 2006



# HBF Review of Central Reclamation and Waterfront

## Key observations of current plans for Central (pink and orange volumes represent maximum building envelopes in current plans)



The HBF has been invited by the Government to review the plans for Central. To do this HBF has embarked on a Harbourwide study, based on the Harbourfront Enhancement Committee's Harbour Planning Principles, to establish principles across the waterfront against which Central is reviewed. In this broader context, HBF recognises Central's role as Hong Kong's centre stage; both as CBD and as the city's face to the world.

As such, HBF submits the following observations regarding current plans for Central from our business perspective:

- while there is no dispute over the need for disposable GFA, the scale of roadway infrastructure and building envelopes are too massive and incompatible with a pedestrian waterfront environment
- there is a lack of spatial definition by building massing in the OZP to reinforce Central's waterfront address and ceremonial corridors
- physical and visual connections to and from the waterfront are obstructed or too complex
- long term planning should be incorporated to eliminate inappropriate uses
- the OZP is too broad in its allowances; development guidelines must be written into lease agreements to ensure quality, permeability, human scale, access and active edges

The HBF encourages the Town Planning Board to revisit the Central Extension OZP, adapting the plan to the new HPP, engaging stakeholders to address these issues and setting the precedent for a living plan that is part of a vision for the whole Hong Kong Harbour.

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# Harbour Business Forum

## A Harbour-wide Vision Starting with Central

“Helping the Economy to  
Power Ahead”

“Asia’s World City, Not just  
another Chinese City”

“We will continue to take  
Measures to improve our  
Unique Strengths, attract  
Talent and enhance our  
overall Competitiveness”

(Chief Executives Policy Address  
2005-06)

### HBF Mission

The Harbour Business Forum is a coalition of diverse businesses whose aim is to influence Government policy and decision making with respect to the harbour on the basis of what is in Hong Kong’s best long-term economic, social and environmental interests.

The Harbour is core to Hong Kong’s heritage, an international icon and a source of inspiration to those who live and work in Hong Kong.

Our mission is to see Hong Kong’s harbour and harbour-front areas become a genuinely vibrant, accessible and sustainable world-class asset.

HBF sees the Harbour and Harbour-front as one of Hong Kong’s biggest assets, unique strengths and greatest opportunities to create comparative advantage over other cities through differentiation. There is a link between Quality, Urban Environment and Spaces, and Competitiveness.

### HBF Sees Opportunities

HBF sees the careful planning of the harbour as a unique opportunity to enhance Hong Kong as an outstanding city, to:

- Promote Hong Kong as a place to do business and as a tourism destination
- Create a quality environment for a healthy, motivated and creative work force
- Attract and retain talent – a key economic driver
- Attract investment and create business and employment opportunities

### Harbour Design Guidelines

Under the current systems of land development, town planning and urban design in Hong Kong, Harbour Design Guidelines are an essential tool to supplement the long-standing Town Planning Ordinance and the Outline Zoning Plan (OZP) system of regulating development.

Development is given great leeway under today’s system, which has resulted in Hong Kong’s spectacular skyline, but also allows the possibility of missing opportunities for integrated urban design toward a broader image and quality for Hong Kong.

HBF is developing a set of Harbour Design Guidelines - including principles and criteria to help guide physical development along the waterfront - under the aegis of a Harbour-wide Vision from the business perspective.

As each district around the Harbour is unique, a careful look at each district’s role in the identity of Hong Kong is crucial to developing such guidelines. This review of current plans for Central Reclamation and Waterfront affords HBF a chance to take this closer look as the first step toward a Harbourwide vision.

### Central Review

Central’s role is centre stage - the core central business district and as Hong Kong’s advert to the world. The HBF has been invited by the Government to review the plans for Central. Although assessment of the Harbour future should be made holistically, rather than piecemeal, HBF is pleased to take this opportunity to start its observations with Central.

After extensive review, using the HPP adopted by the HEC as a baseline, the HBF finds room for improvement in the current Central Extension OZP. The HBF encourages the Town Planning Board to revisit the Central Extension OZP, adapting the plan to the new HPP, engaging stakeholders to address these issues and setting the precedent for a living plan that is part of a vision for the whole Hong Kong Harbour

### The Bottom Line

- A vibrant, accessible and sustainable world class asset that promotes the image of Hong Kong.
- An appropriate strategy to ensure that as the plan is implemented over many years, there is always a completed sense of the waterfront and minimal disruption and negative business impacts
- Public spaces bustling with people is a city bustling with business.



# Central is Hong Kong's Front Door

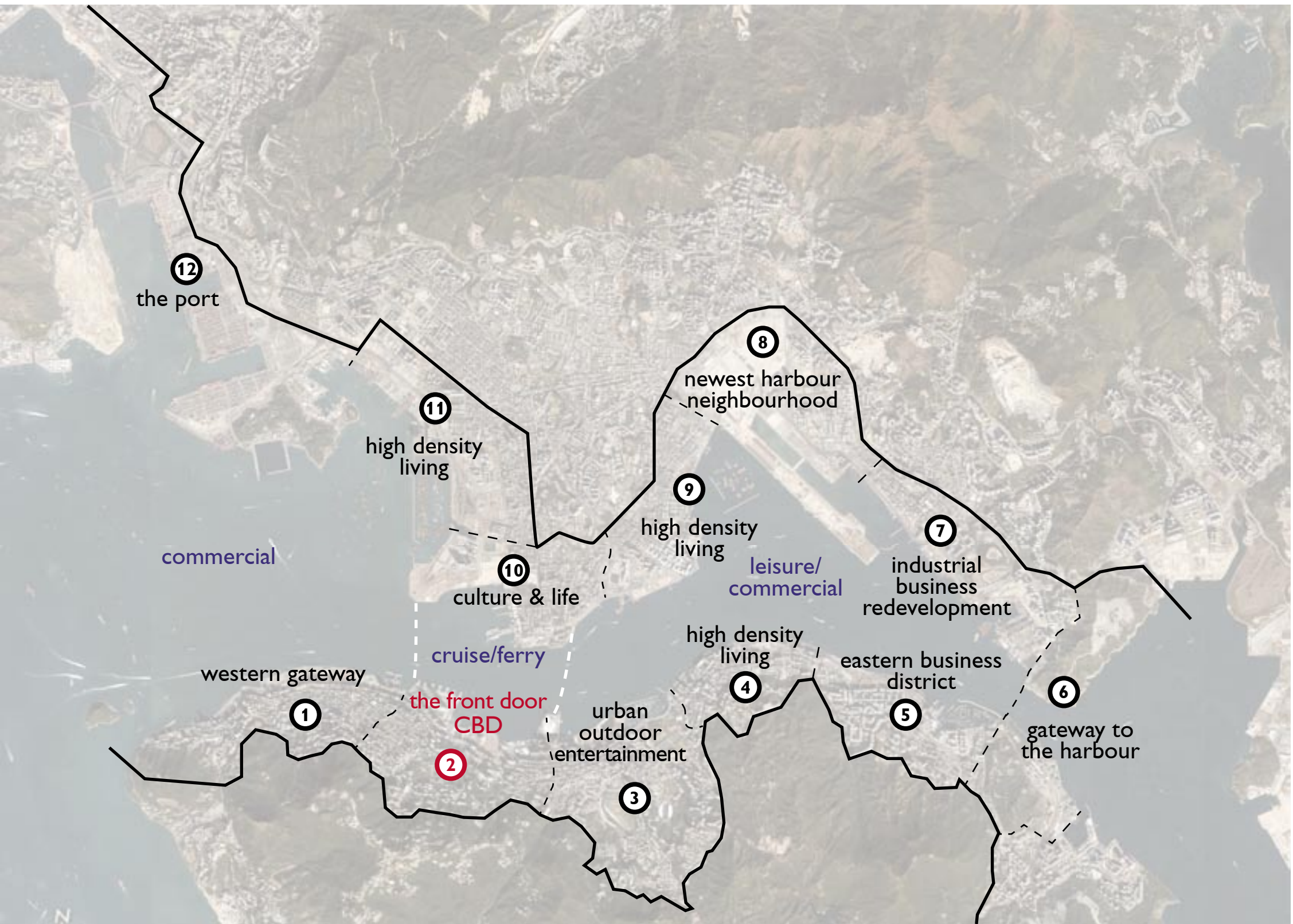
In the consideration of the HBF vision for the development and improvement of Central, HBF draws upon a Harbourwide perspective to ensure that our recommendations not only benefit the character of Central alone, but also the character of Central as it contributes to the integrated character of the Harbour, and thus of Hong Kong.

To this end, HBF is undergoing a study of distinct regions around the Central Harbour, and the various characters of the Harbour itself for which individual needs and visions must be separately considered first, and ultimately brought together to refine competitive and collaborative policies and directions toward a balanced Harbour Vision.

These districts include the following:

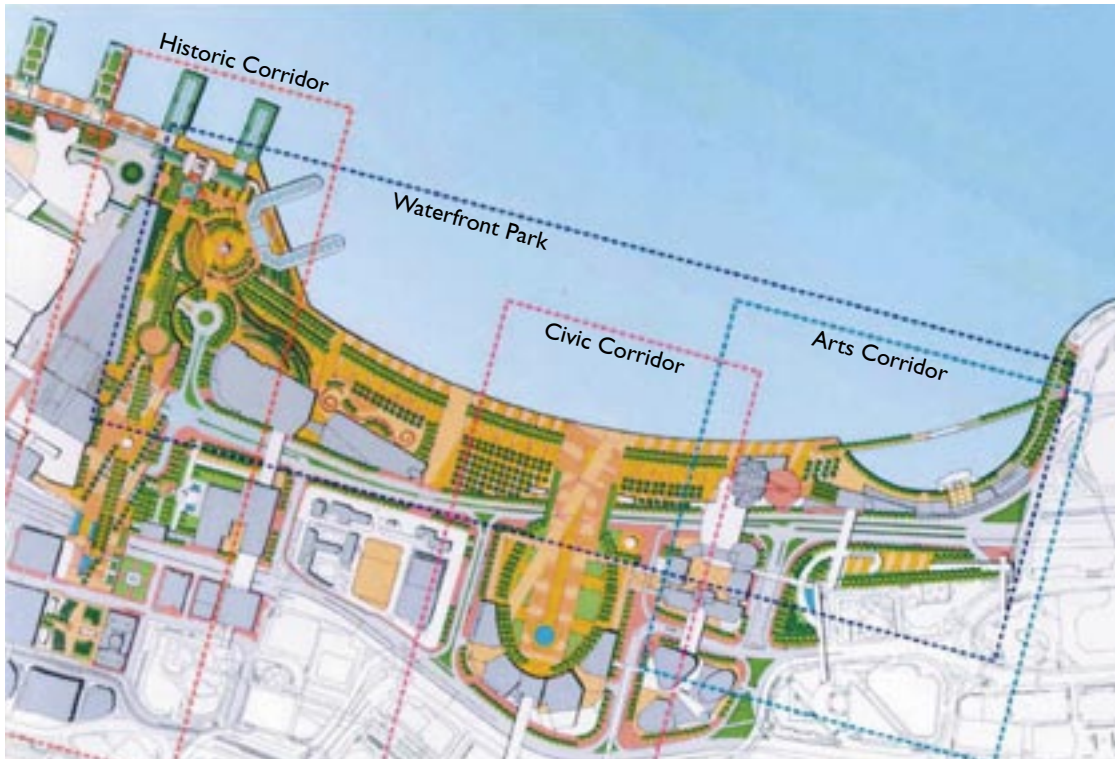
- 1 Kennedy Town / Sheung Wan
- 2 Central / Wanchai
- 3 Wanchai / Causeway Bay
- 4 Fortress Hill / North Point
- 5 Island East / Shau Kei Wan
- 6 Lei Yue Mun Gap
- 7 Kwun Tong
- 8 Kai Tak / Kowloon City
- 9 To Kwa Wan / Hung Hom
- 10 TST East / Tsim Sha Tsui / West Kowloon
- 11 Olympic / Sham Shui Po
- 12 Stonecutters / Kwai Tsing

In the context of the Harbour, Central plays the role figuratively of the formal Front Door of Hong Kong. It is the seat of government and the financial heart of the Central Business District. **Its urban character, skyline, and the pedestrian experience of residents, workers, commuters and visitors should reflect this noble heritage.**





# Government Plans for Central



Government plans for Central Waterfront

In Central's role as the "Front Door" for Hong Kong, its urban form should convey this primacy, through the highest quality image when seen from afar; to the awe inspiring sense of belonging and to a world-class environment when seen from up close.

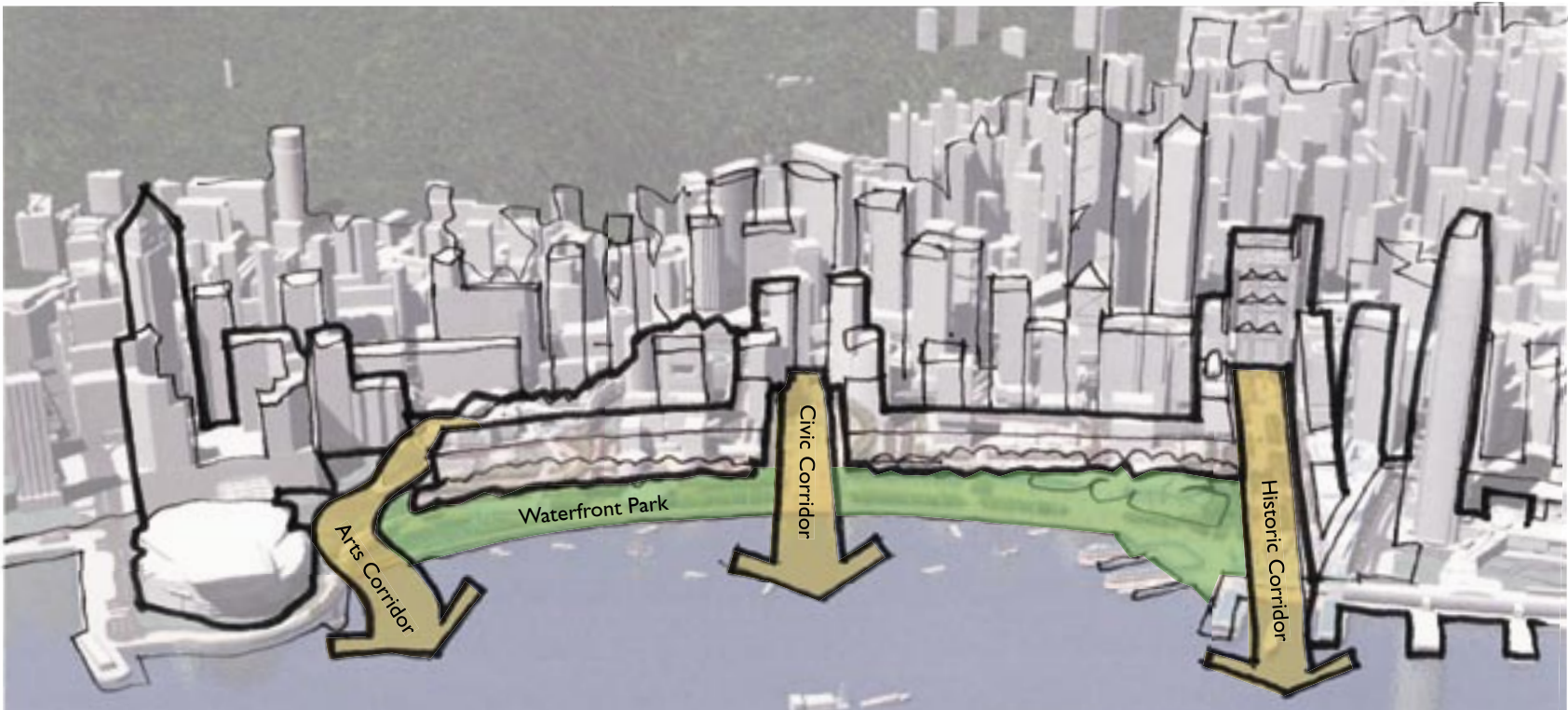
Four elements help establish this urban primacy and should be reinforced by any plans for development and public improvement in Central.

- 1 A **Waterfront Park**, with a broad sweep accentuated by a unified urban framework to transition from teeming urbanity to the solace of the Harbour-front.
- 2 The **Historic Corridor**, filled with the heritage that makes this urban living room a dignified anchor.
- 3 The **Civic Corridor**, with public uses that bring people from the city to the heart of the Waterfront Park.
- 4 The **Arts Corridor**, a meandering chain of outdoor spaces and pavilions linked to the performance venues of the APA and HKCEC.

*Images from Central District Outline Zoning Plan, Town Planning Ordinance, Hong Kong Town Planning Boards*



Government illustration of potential Central Waterfront development



Four urban concepts overlaid onto government illustration

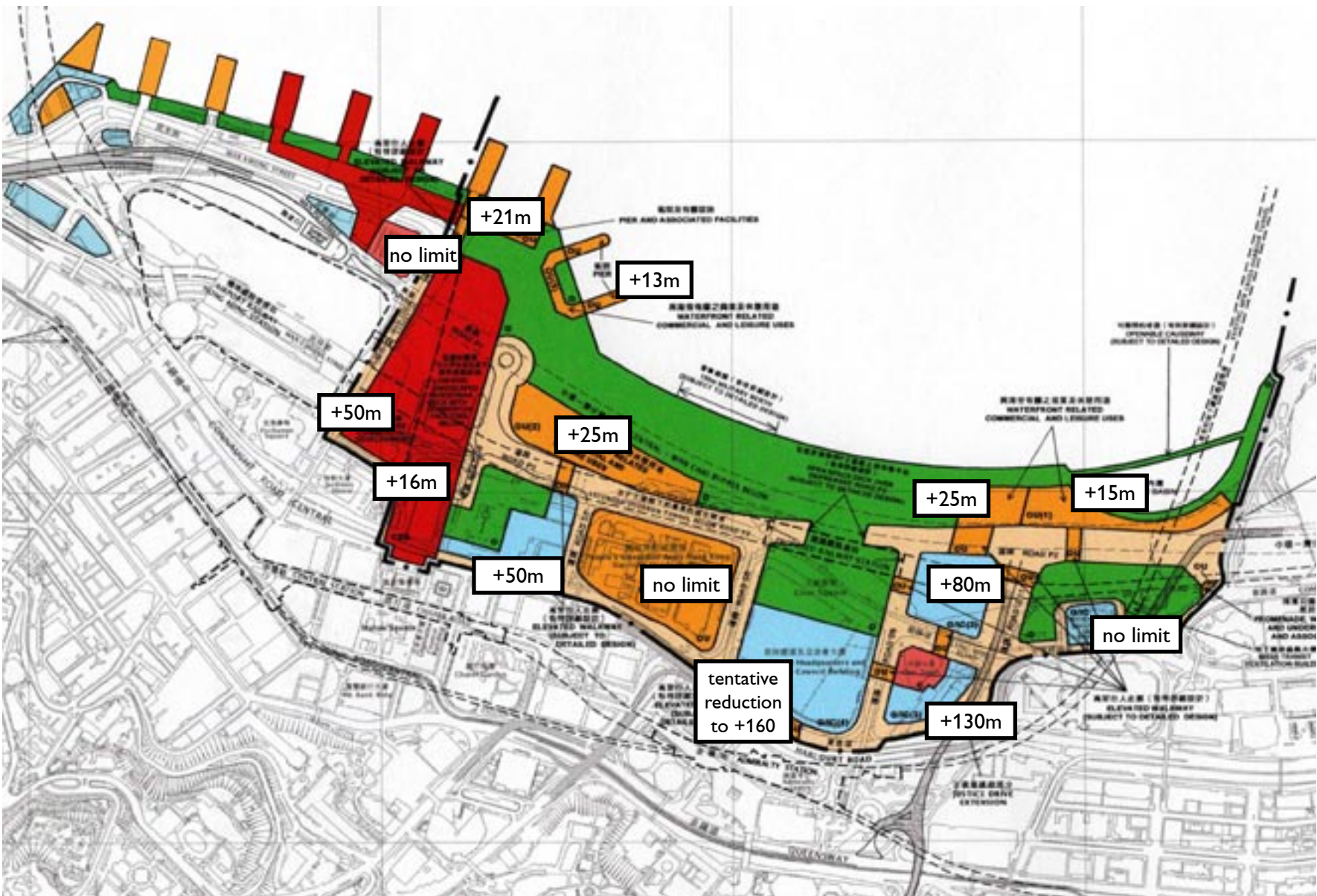


# The Current OZP Provides Minimal Guidance for Urban Design

The extent of control found in the current Central Extension OZP covers only uses and height limits. The Central Extension OZP allows for maximum building heights from Ground level as illustrated to the right. Current allowances in front of the International Finance Centre (IFC) are also indicated.

Some parcels have no height limit restrictions set forth in the Central Extension OZP as they only accept existing uses rather than providing for future redevelopment, particularly at the PLA offices and Wanchai West Sewage Screening Plant.

Sub-area	total area (ha)	max height (mPD)	planned uses
C	0.36	131	commercial, Citic Tower
CDA(w)	1.93	50	office/retail 'groundscraper', mega-landscaped podium deck
CDA(e)	3.30	16	
G/IC(1)	1.00	50	high/low block City Hall complex, car park, ex-urban council chambers
G/IC(2)	1.05	80	cultural and recreational facilities
G/IC(3)	0.55	130	water pumping station, electricity sub-station, Red Cross headquarters
G/IC(4)	2.30	180	gov't headquarters, legislative council bldg
G/IC	0.87	no limit	wan chai west sewage screening plant
O	14.63	n/a	green waterfront promenade, open space for civic events and recreational activities, small scale commercial, memorial garden
OU(PLA)	2.28	no limit	PLA Hong Kong garrison headquarters
OU(1)	0.81	15	leisurely environment for waterfront related commercial and recreation
OU(2)	2.03	25	waterfront related commercial and leisure, festival markets
OU(3)	0.21	13	tourism related facilities to recreate Star Ferry icon
OU	2.80	n/a	elevated walkways, comprehensive pedestrian network
C	0.4	no limit	commercial office
CDA	1.89	no limit	active piers, retail shops, offices, hotels



The terms "Current OZP" and "Central Extension OZP" refer to S/H24/6 Hong Kong Planning Area N. 24 - Central District (Extension) - Outline Zoning Plan, Town Planning Ordinance, Hong Kong Town Planning Boards

- C : Commercial
- CDA: Comprehensive Development Area
- G/IC : Government/ Institutions or Community
- O : Open Space
- OU : Other Specified Uses



# Minimal Guidance Results in Broad Allowances of Building Envelope

The building envelopes illustrated in this diagram indicate the potential extent of future structures allowable in the existing Central Extension OZP.

Although final designs may vary on individual parcels, the current OZP includes no regulation regarding design besides height limits. It is in the OZP where such additional regulations, guidelines or language affecting Government Grants should be found, as this is currently the only avenue for guidelines that relate to the larger Harbour picture.

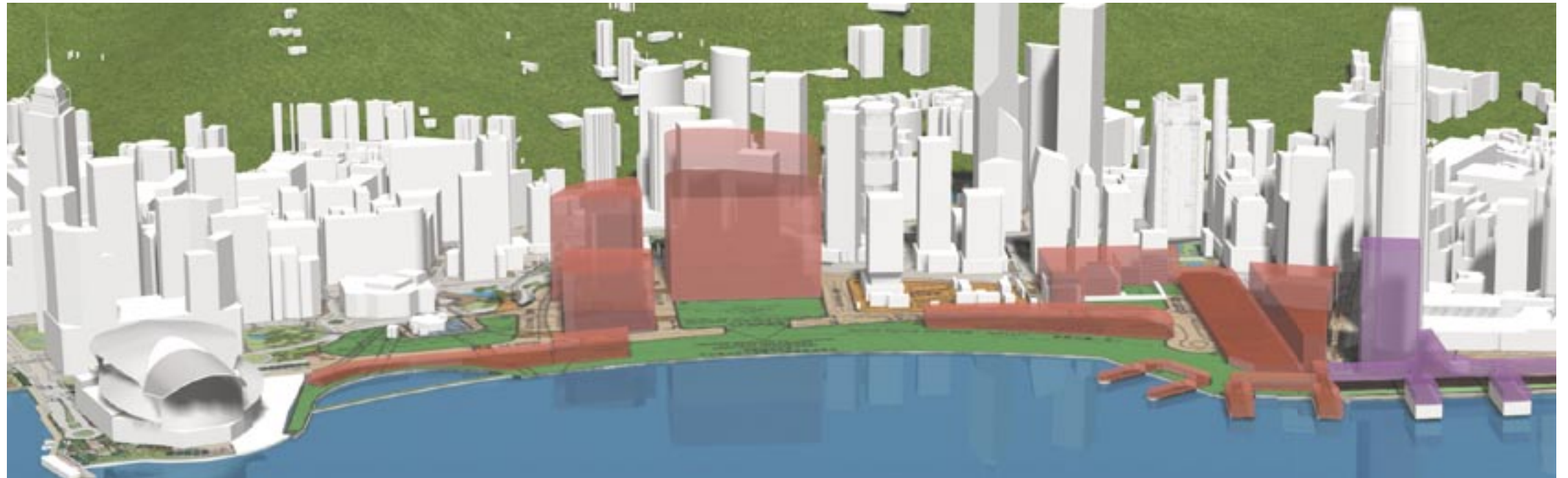
The following pages illustrate a shortfall between the broad allowances in the OZP and the intent behind the Harbour Planning Principles.

Many of the desirable outcomes alluded to in the OZP, and in the government illustrations, are not provided for nor protected in the document. There is no tool in the existing OZP that would ensure that these smaller scale building massings, pedestrian connections or corridors are respected in any potential development.

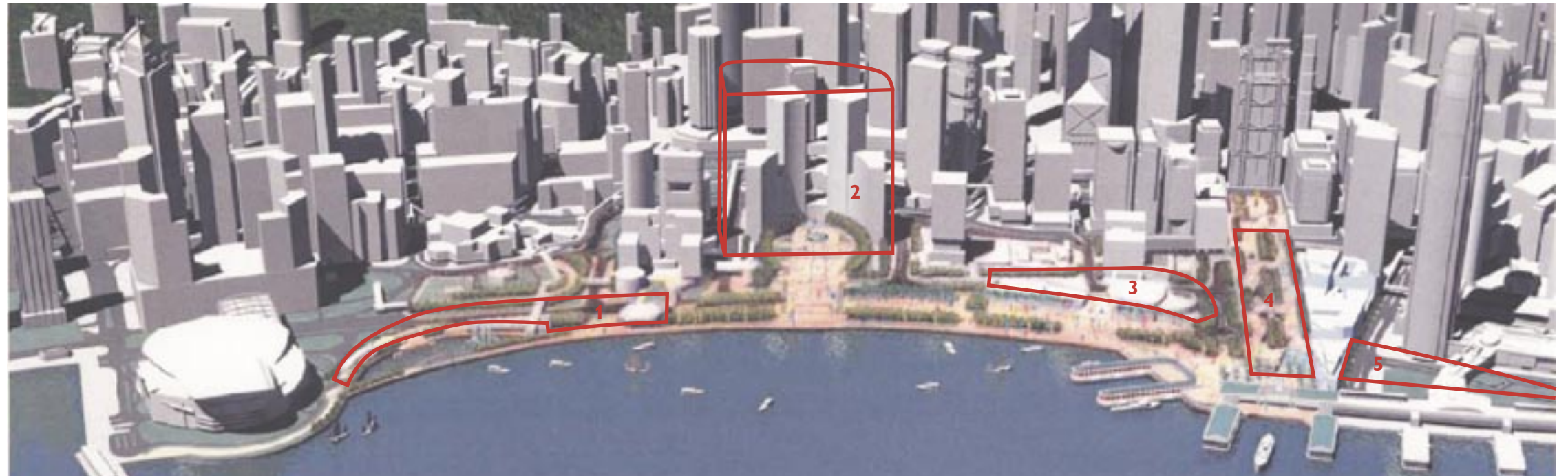
The terms "Current OZP" and "Central Extension OZP" refer to S/H24/6 Hong Kong Planning Area N. 24 - Central District (Extension) - Outline Zoning Plan, Town Planning Ordinance, Hong Kong Town Planning Boards

- 1, 2, 3 These buildings showing openings and scale not ensured by the OZP illustrate development to less than allowable extents.
- 4 The open plaza on this Groundscraper Deck is not actually on ground level, providing open access and views between Statue Square and the Star Ferry, but instead sits atop a two storey building that covers Connaught Road and the Waterfront Address.
- 5 These sites do not have specified maximum building envelopes, therefore the heights of buildings along the ferry piers is largely unrestricted

- Maximum building envelopes allowed by Central (Extension) OZP
- Potential building envelope under typical development standards. Final build out could be lower or higher depending on actual design



Building envelopes allowed by the OZP. The half tone shading on Tamar indicates government's recently stated commitment to lowering Tamar's height to 130-160 mPD.



Even government's proposed development within the envelope, which shows some breakdown of development scale is not ensured in the OZP. This representation is misleading in that the buildings shown have not maximized allowable development outlined in the OZP and do not illustrate clearly the spatial impacts at the pedestrian level. *Base image from Central District Outline Zoning Plan, Town Planning Ordinance, Hong Kong Town Planning Boards*



# Measuring the Current Plans Against the Harbour Planning Principles

	1	2	3	4	5	6	7	8
Harbour Planning Principles (full text can be found in Appendix A)	<b>Preserving Victoria Harbour as a Natural, Public and Economic Asset</b>	<b>Victoria Harbour as Hong Kong's Identity</b>	<b>A Vibrant Harbour</b>	<b>An Accessible Harbour</b>	<b>Maximizing Harbour-front for Public Enjoyment</b>	<b>Integrated Planning for a World-class Harbour</b>	<b>Sustainable Development of the Harbour</b>	<b>Early and Ongoing Stakeholder Engagement</b>
HBF Response for Central	<b>Current plans do not adequately allow the city to enjoy or make economic use of the preserved Harbour assets</b>	<b>Current plans do not adequately reinforce Central's role as the formal, front-door in the Harbour identity</b>	<b>Current plans do not encourage diversity in development types on the waterfront, reducing the potential for public vibrancy</b>	<b>Current plans do not adequately protect views and choice of physical access at key connections from the city to the water</b>	<b>Current plans allow for too much roadway and utility infrastructure on the waterfront, and too few provisions to truly encourage public enjoyment</b>	<b>Current plans do not integrate long-term possibilities for removing incompatible infrastructure and promoting waterfront uses to Hong Kong's economic and public aspirations</b>	<b>Current plans do not adequately provide protections and precedents for sustaining natural and cultural heritage</b>	<b>The Current plan should be a living plan that evolves as the principles of the community evolve</b>
Specific Issues	<ul style="list-style-type: none"> <li>Natural Asset: the OZP is missing pedestrian friendly greenbelt connections to the hinterland</li> <li>Public Asset: Statue Square is cut off at the ground level from its historic presence on the waterfront</li> <li>Economic Asset: clear connection from uses at Admiralty are lost with the current zoning configuration at Tamar</li> </ul>	<ul style="list-style-type: none"> <li>Allowable 10m high deck in the Historic Corridor results in a loss of ground level connection from Star Ferry to Statue Square</li> <li>The Tamar site as zoned does not ensure the public connectivity to Admiralty, that a Civic Corridor implies.</li> <li>The Arts Corridor is interrupted by a sewage treatment plant</li> <li>The waterfront of the outlying ferry piers lacks definition</li> </ul>	<ul style="list-style-type: none"> <li>Allowable unbroken wall of development ~330m in length and 19m in height on the Waterfront Park, discourages human scale and vibrancy</li> <li>OZP fails to provide sources of activity along the waterfront address at key locations</li> <li>OZP does not encourage an open and flexible park setting</li> </ul>	<ul style="list-style-type: none"> <li>Groundscraper envelope blocks views from Central to the waterfront</li> <li>Groundscraper Deck deprives pedestrians of the choice of visual and pathway connections at ground level</li> <li>OU waterfront building envelopes could prevent views and open access</li> <li>Tamar configuration discourages public connection to Admiralty and Hong Kong Park</li> </ul>	<ul style="list-style-type: none"> <li>P2 roadway is too wide to be a ceremonial gateway address</li> <li>The sewage plant is included in the OZP's long term outlook</li> <li>Roads near Star Ferry break pedestrian connectivity at Waterfront Park to Historic Corridor</li> <li>Roads are designed for high speed vehicular movement</li> <li>Pedestrian decks are allowed in too many places over the waterfront</li> </ul>	<ul style="list-style-type: none"> <li>Urban massing and connections at the ferry pier end of the waterfront park are unresolved and disconnected.</li> <li>Provides for today's sewage treatment needs but makes no provisions for converting that integral part of the waterfront into a compatible use.</li> </ul>	<ul style="list-style-type: none"> <li>Groundscraper Deck cuts off Statue Square's historic presence</li> <li>Large development blocks on waterfront are a poor precedent for natural, open-air environment</li> <li>Limited use diversity does not encourage sustainability of economic activity</li> <li>Justification for extent of development should not be government revenues</li> <li>Little provision for alternate transportation modes</li> </ul>	<ul style="list-style-type: none"> <li>The current OZP went through a public process before the establishment of these Harbour Planning Principles</li> <li>The OZP is not based on comprehensive consensus of uses across the harbour, which influenced the scale and shape of uses in the OZP</li> </ul>
Possible Remedies	<ul style="list-style-type: none"> <li>Planning on the Harbourfront should consider not just the water of the Harbour itself, but also inland areas that derive identity and value from the Harbour</li> <li>Areas along the waterfront should be integrated to the hinterland with dedicated broad public open zones</li> </ul>	<ul style="list-style-type: none"> <li>Continue traditional pattern of pedestrian-scaled development facing waterfront park for which the city is famous</li> <li>Urban spatial definition to embrace the formal park</li> <li>Reinforce Central's role with uses and design befitting Hong Kong's international identity</li> <li>Character and uses along the three corridors that reflect heritage and identity</li> <li>Development ensuring physical, formal public access along these corridors</li> </ul>	<ul style="list-style-type: none"> <li>Human scale development on the waterfront</li> <li>Street-level open air dining and entertainment</li> <li>Market developments on the park reduced to two storeys</li> <li>Encourage more zones of active uses along both sides of the waterfront address, from one end of the waterfront park to the other</li> </ul>	<ul style="list-style-type: none"> <li>Remove deck to create choice to walk on a vibrant ground level in addition to bridges</li> <li>Protect pedestrian easements for permeability along waterfront to promote interaction</li> <li>Protect views of ridgeline and hills from the waterfront</li> <li>Protect views and physical links from Wanchai, Central and the rest of the city</li> <li>Reduce heights to ensure low scale of first-line developments from the water's edge</li> </ul>	<ul style="list-style-type: none"> <li>Create greater choice for pedestrians to access the harbour-front on a ground level that is active and vibrant</li> <li>Reduce roadway engineering and scope</li> <li>Reduce bridges and decks across waterfront address</li> <li>Reduce need for bridges by reducing width of P2</li> <li>Allow for multiple modes of transportation - foot, bike, ferry, tram</li> </ul>	<ul style="list-style-type: none"> <li>Line waterfront address with dynamic uses to sustain economic activity more arts, residential, marine</li> <li>Vibrant development in front of the IFC to help building heights "step down" to the waterfront</li> <li>Plan for uses across OZP boundaries to integrate waterfront</li> </ul>	<ul style="list-style-type: none"> <li>Encourage uses that support the unique heritage character of each corridor</li> <li>Create more natural and outdoor environments from the waterfront address seaward</li> <li>Diversity of activity through discouragement of differentiated zoning across the harbourfront</li> </ul>	<ul style="list-style-type: none"> <li>Amend the OZP in the context of a comprehensive Harbour-wide set of planning principles and guidelines, in a public consultation process</li> <li>Create a Harbour Authority to ensure a balanced, holistic and progressive process for central and all of Hong Kong Harbour</li> </ul>



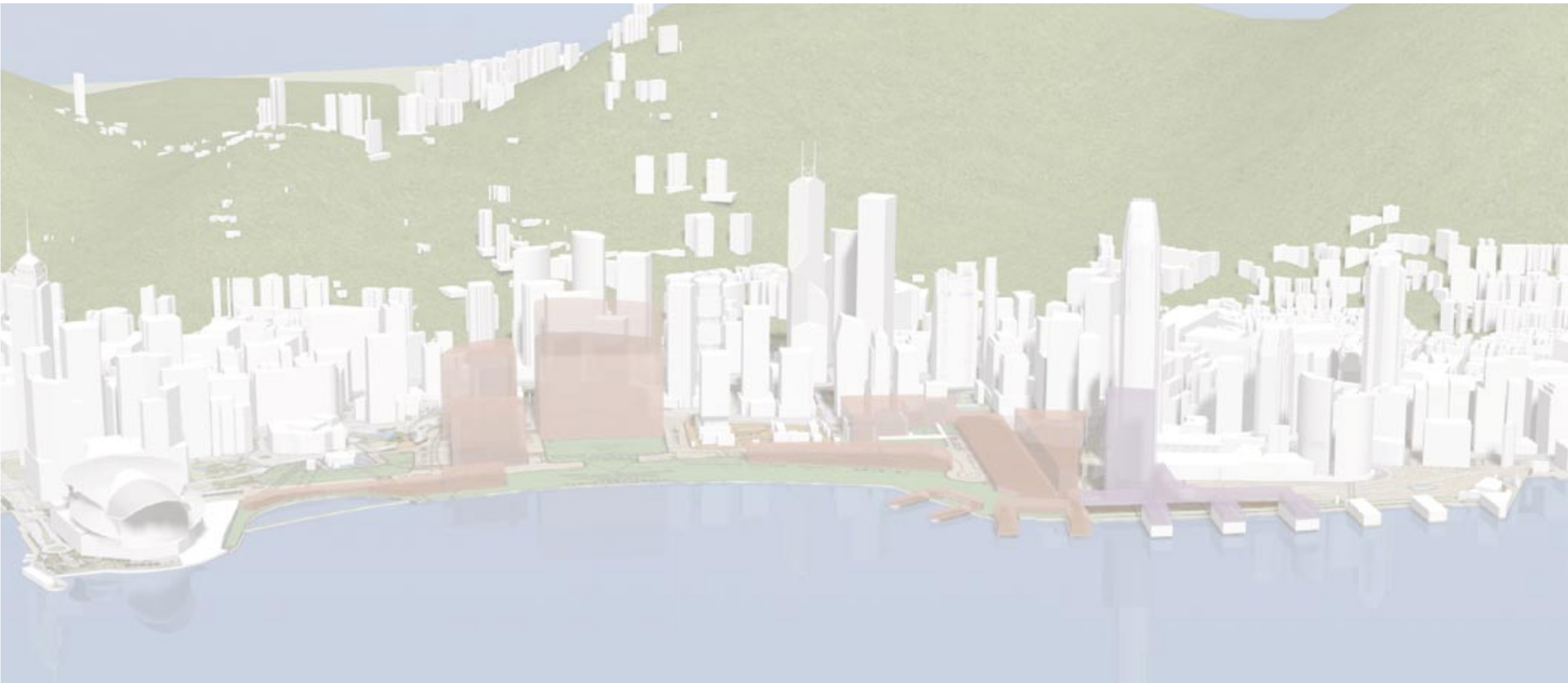
# 1

## Preserving Victoria Harbour as a Natural, Public and Economic Asset

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

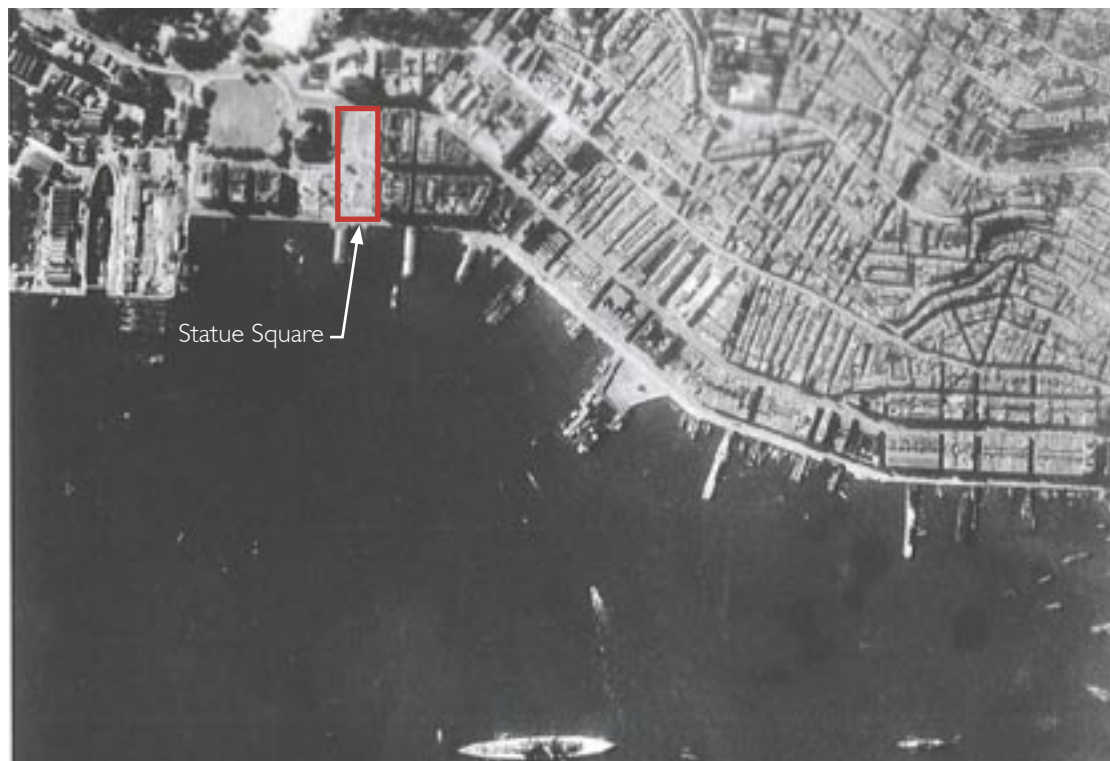
**HBF Review:**  
**Current plans do not adequately allow the city to enjoy or make economic use of the preserved Harbour assets**

Although the Harbour itself is preserved, its significance as an asset, heritage and driver extends beyond the water's edge deep into the city. The OZP does not adequately preserve this significance of the waterfront identity to the rest of Hong Kong. The Central Waterfront and Waterfront Park deserves assurances of design commensurate with its special natural, cultural and economic value.





## Central needs: A landmark waterfront with dynamic uses and international design quality



Statue Square was once directly on the waterfront. Central Harbour 1945, *Over Hong Kong*



Under the OZP, large scale development threatens the enjoyment of Harbour assets by the city left behind.

### Specific Issues:

- Natural Asset – the OZP is missing pedestrian friendly greenbelt connections from the waterfront back to the hills. The park, zoned merely as OS, has no further guidance to become a natural setting versus a non-special hardscape water's edge like the rest of Hong Kong's harbour-front.
- Public Asset – Statue Square and the traditional heart of Central is cut off at the ground level from its historic presence on the waterfront, losing the cultural heritage of Hong Kong's past filled with waterfront street life.
- Economic Asset – a clear sense of connection from uses at Admiralty is lost with the current zoning configuration at Tamar; connections that are economic drivers, e.g. hotel views that shape the international memory of Hong Kong.

### Possible Remedies:

- planning on the Harbourfront should consider not just the water of the Harbour itself, but also inland areas that derive identity and value from the Harbour
- areas along the waterfront should be integrated to hinterland with dedicated broad public open zones



# 2

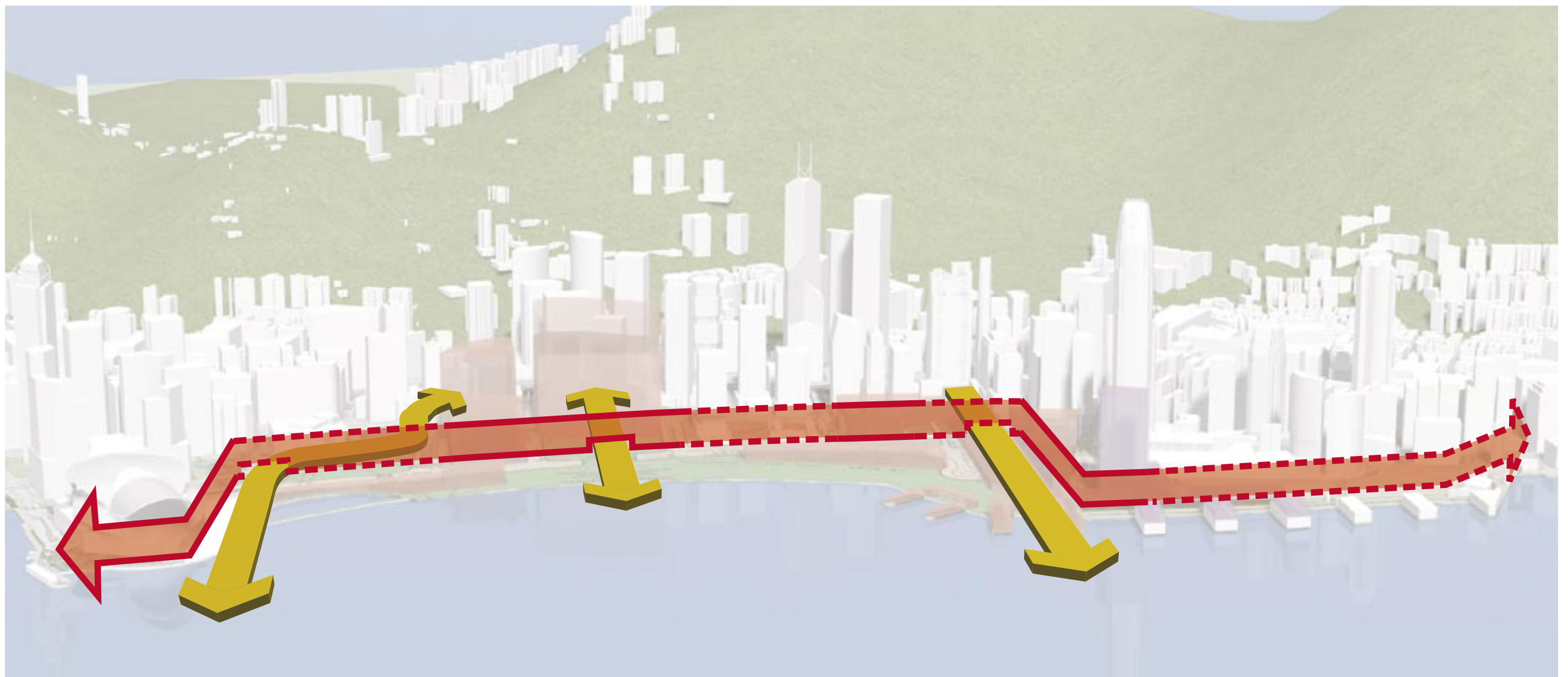
## Victoria Harbour as Hong Kong's Identity

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

### HBF Review:

Current plans do not adequately reinforce Central's role as the formal, front-door in the Harbour identity

Current plans including the OZP do not fully reinforce the potential identity of Central in its formal, front-door role on the Harbour. Great promise in urban design excellence lies in the already proposed three corridors unified by an urban definition of the Central Waterfront Park and its frame of buildings. However, the clear reading of these corridors are compromised by proposed structures and the frame is incomplete in the current OZP.

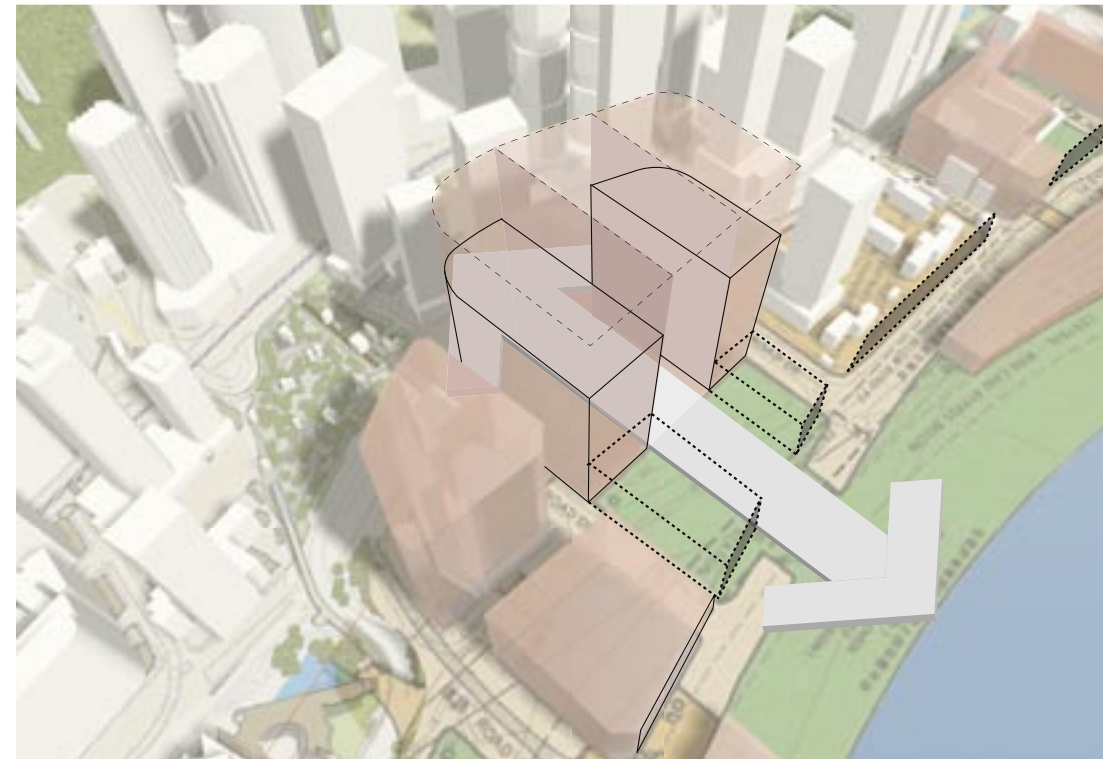




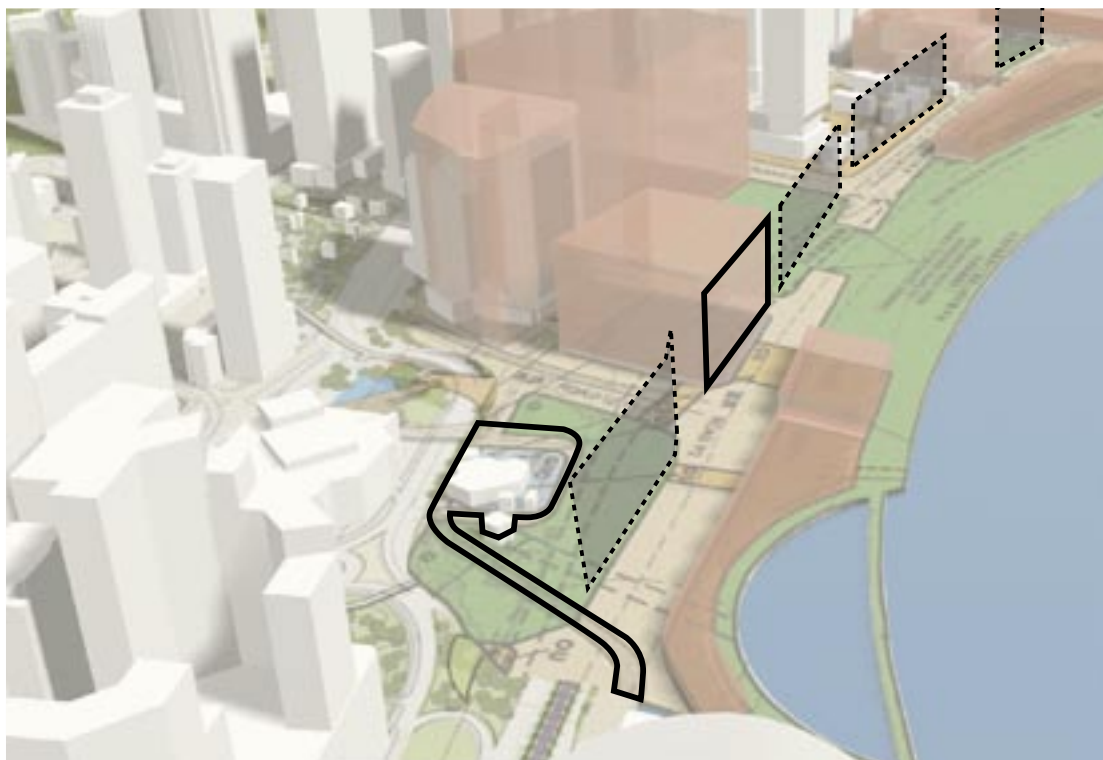
## Central needs: A Better Defined Urban Framework



Current plans would better reinforce the Historic Corridor without the Groundscraper deck



Current Allowance needs dedicated public corridor to connect Admiralty and frame the park



Current plans leave the eastern end of the Waterfront Park undefined

### Specific Issues:

- The Historic Corridor is compromised by the allowable 10m high deck covering three roadways. There is no insurance of visual connection from the ground level at the Star Ferry to the historic view of the urban "living room" at Statue Square
- The Tamar site as zoned, with the front half as open space, creates a space redundant with the Waterfront Park, rather than in a configuration that ensures the public connectivity to Admiralty, that a Civic/ Cultural Corridor implies.
- The Arts corridor is interrupted by a sewage treatment plant, that when combined with the planned slip ramps into the Central-Wanchai bypass create a barrier between Wanchai, the Arts Corridor and the Waterfront Park. The OZP lacks provision for future uses that could enhance and reinforce the character of public arts and performances along this corridor, and add urban frame and vitality to the eastern end of the waterfront address.
- The waterfront of the outlying ferry piers lacks definition, ending with inhospitable utilities

### Possible Remedies:

- continue traditional pattern of pedestrian-scaled development to face waterfront park and whole waterfront edge which the city is famous for
- urban spatial definition to embrace the formal park and create a continuous waterfront environment across the Harbour
- reinforce Central's role with uses and design befitting Hong Kong's international identity
- character and uses along the three corridors that reflect heritage and identity
- development ensuring ceremonial public access along these corridors



# 3

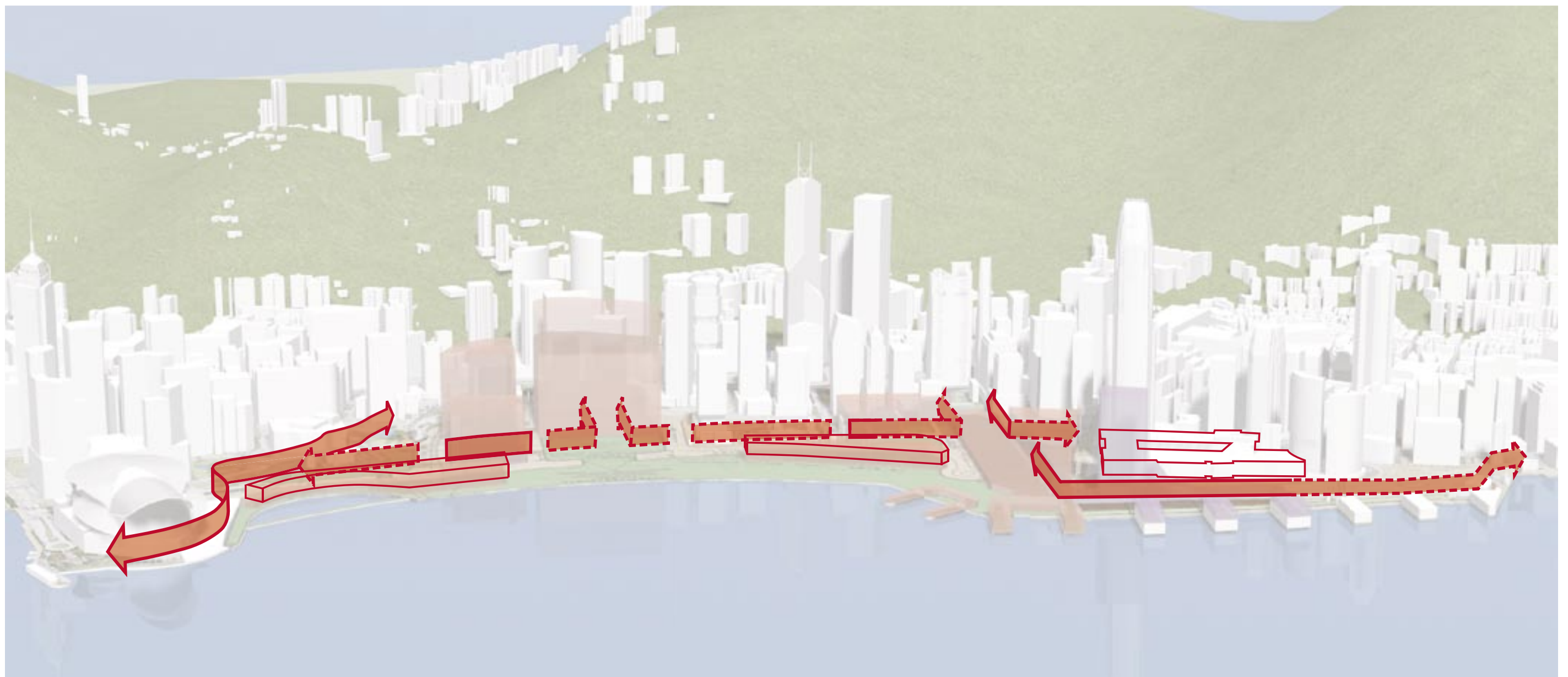
## A Vibrant Harbour

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

### HBF Review:

**Current plans do not encourage diversity in development types on the waterfront, reducing the potential for public vibrancy**

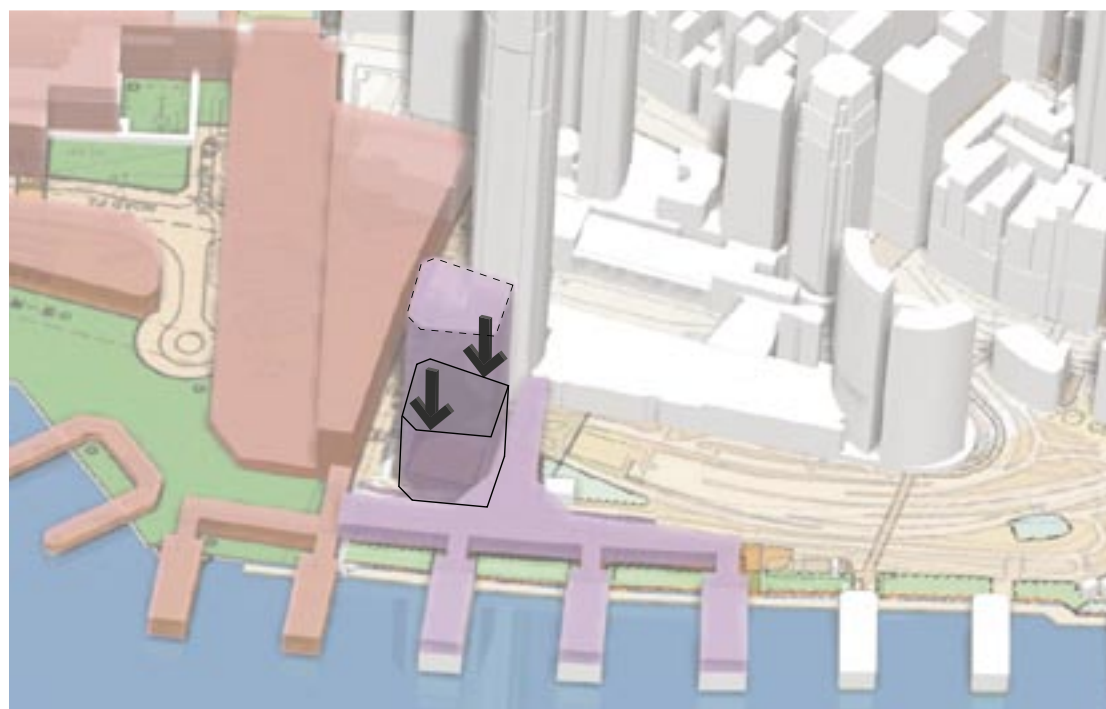
Vibrancy relies on the visible presence of people engaged in different activities throughout the day. The possibility of a dominant single use across the waterfront threatens this vibrancy. The OZP allows that possibility in the form of OU sites on the Waterfront Park that could accommodate an internal shopping mall instead of a diversity of scale of uses.



## Central needs: Permeability and Human Scale



Current Allowance needs more permeability and less height allowance in the Waterfront Park and along the entire waterfront to encourage human scale development, and thus a diversity of destinations when considering the whole Hong Kong Harbour:



### Specific Issues:

- The OZP needs more human scale: The single parcel lines in the OZP allow for two unbroken walls of development on the waterfront address of over 300m, instead of encouraging shorter building lengths and thus more diversity. Additionally, vibrancy does not require the 25mPD height allowance in the parcels on the Waterfront Park. Up to four (4) stories are currently allowed, requiring lifts, escalators, and servicing that would basically result in another indoor shopping centre, reducing the diversity of offerings on the Harbourfront as a whole.
- Lack of active edges on the waterfront address: The OZP fails to provide sources of activity along the waterfront address at key locations: sewage screening plant, Tamar, PLA Site/ City Hall
- The OZP does not include specific assurances that encourage a uniquely open and flexible park setting across the Harbour that would contribute to a diversity of park spaces and allow flexibly programmed events.

### Possible Remedies:

- human scale development on the waterfront
- street-level open air dining and entertainment
- market developments on the park reduced to two storeys
- encourage more zones of active uses along both sides of the waterfront address, from one end of the waterfront park to the other
- Reduce heights to ensure low scale of first-line developments from the water's edge



# 4

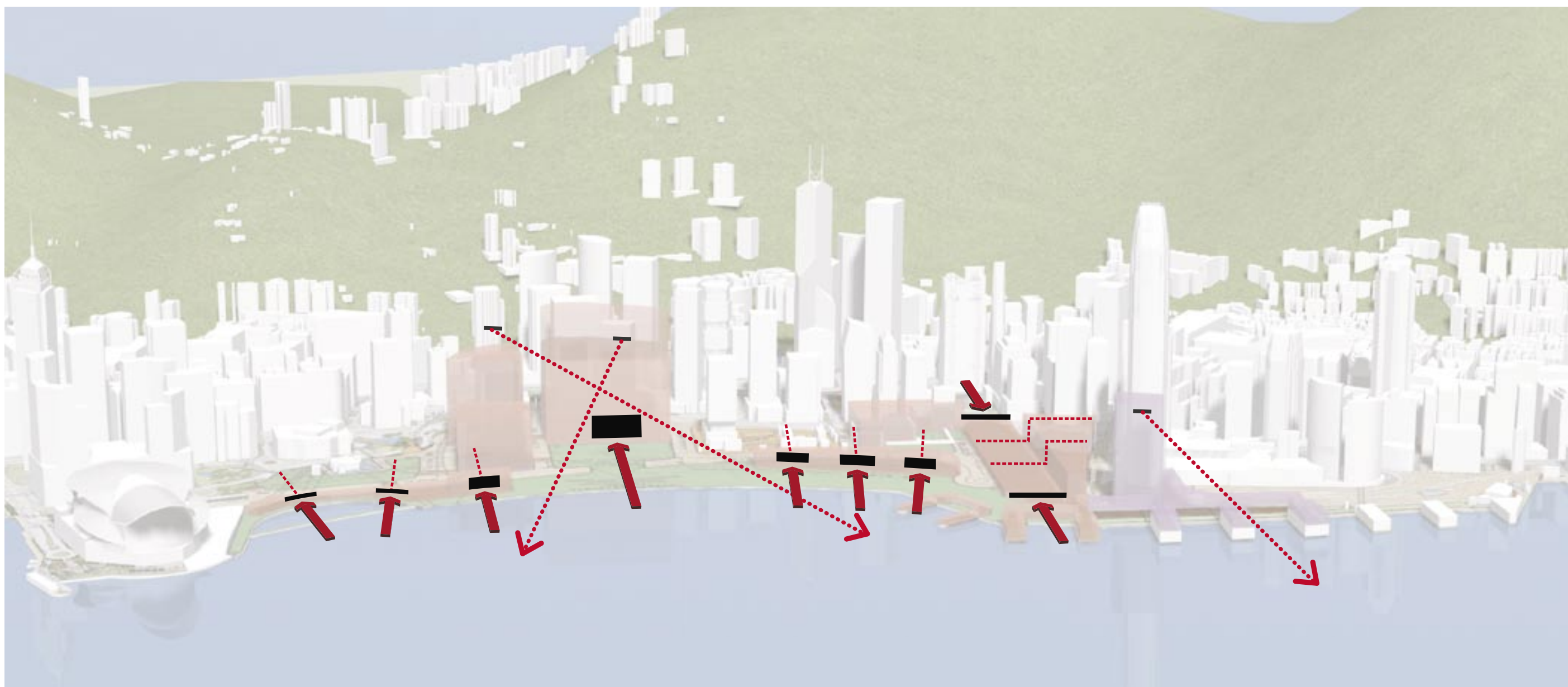
## An Accessible Harbour

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

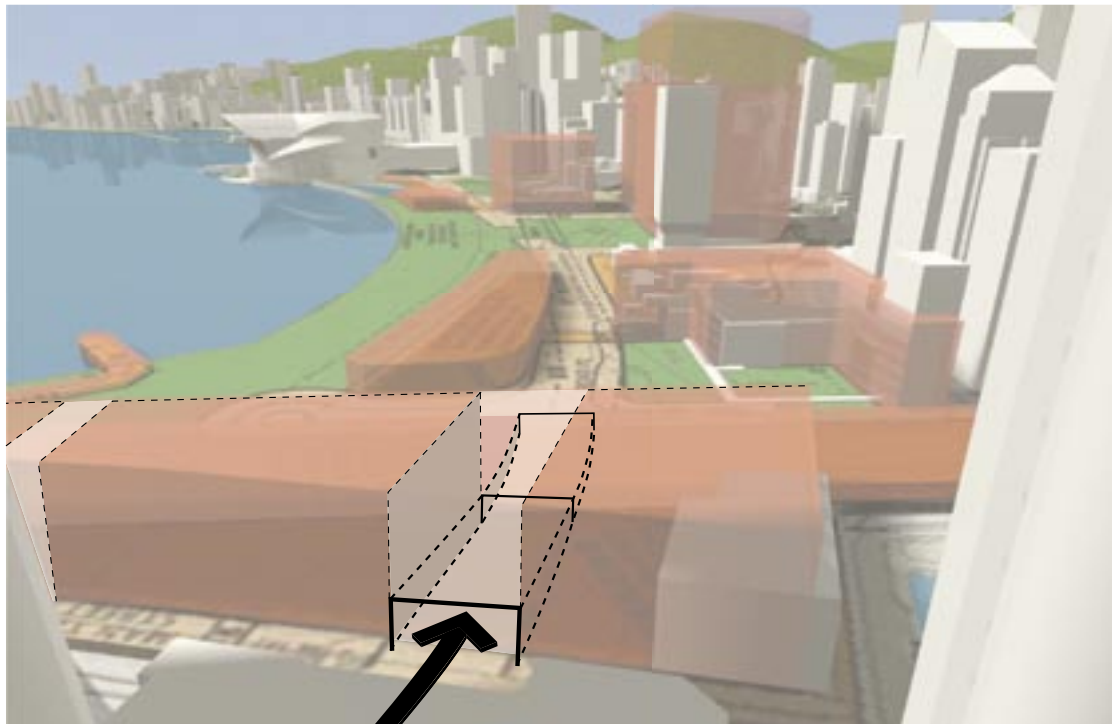
### HBF Review:

Current plans do not adequately protect views and choice of physical access at key connections from the city to the water

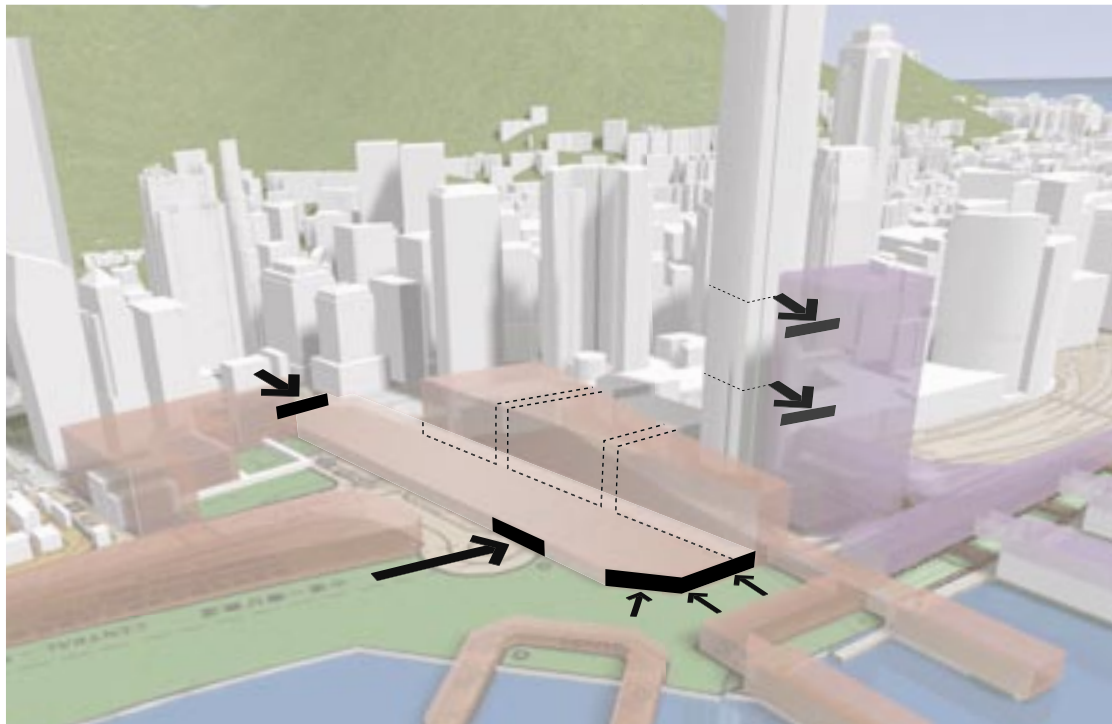
The OZP fails to outline provisions for high quality physical and visual access to the waterfront. The building envelopes currently allowed do not ensure direct sensory connection to the Harbour and force people off the ground onto controlled decks. Permeability along the waterfront address and open views from the hinterland to the Harbour are necessary to capture its economic and social value.



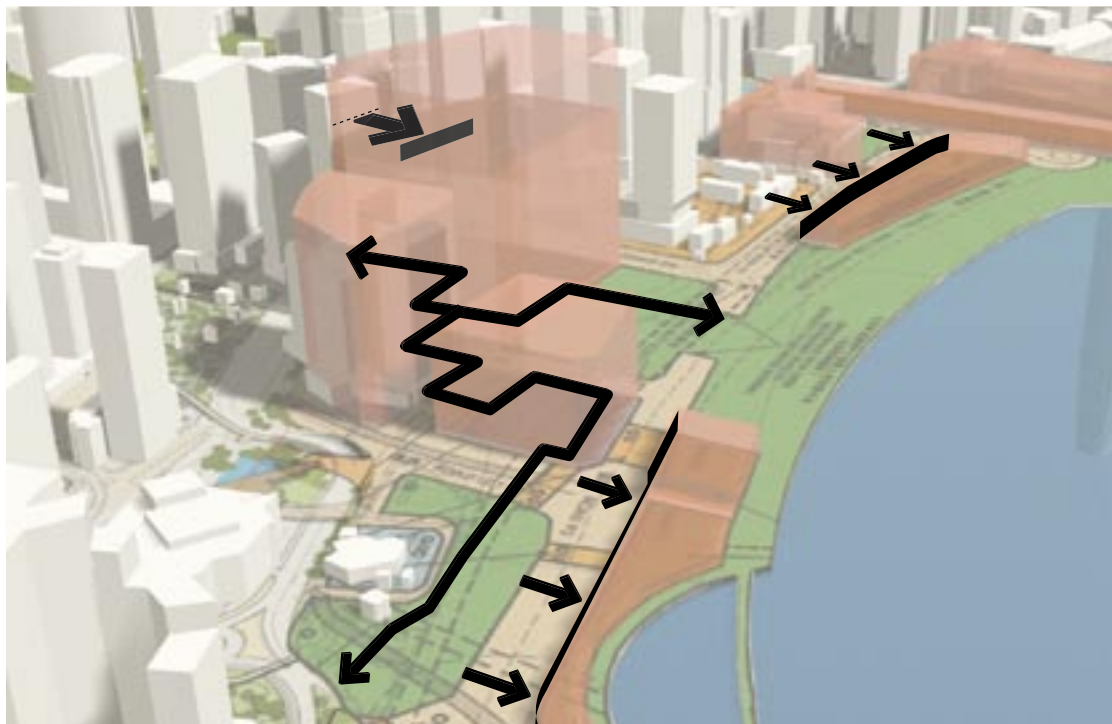
Central needs: Direct Visual and Physical Access and Choice



Current Allowance puts the Waterfront Address under a tunnel instead of opening a gateway to the Waterfront Park



Current Allowance blocks broad visual access along the Historic Corridor and in front of the ferry piers



Current bridge and parcel configurations may force people around many bends and potential high security government use zones to get to the waterfront, breaking visual connection

- Specific Issues:
- The OZP does not ensure physical and visual permeability in many places across Central:
- Groundscraper envelope blocks views from Central to the waterfront
  - Groundscraper Deck deprives pedestrians of the choice of visual and pathway connections on ground
  - OU waterfront building envelopes could prevent views and open access
  - Tamar configuration discourages public connection to Admiralty and Hong Kong Park

- Possible Remedies:
- remove deck to create choice to walk on a vibrant ground level in addition to bridges
  - protect pedestrian easements through development blocks
  - permeability along waterfront to promote pedestrian interaction and views
  - protect views of ridgeline and hills from the waterfront
  - minimize impact of bulk on views from existing developments



# 5

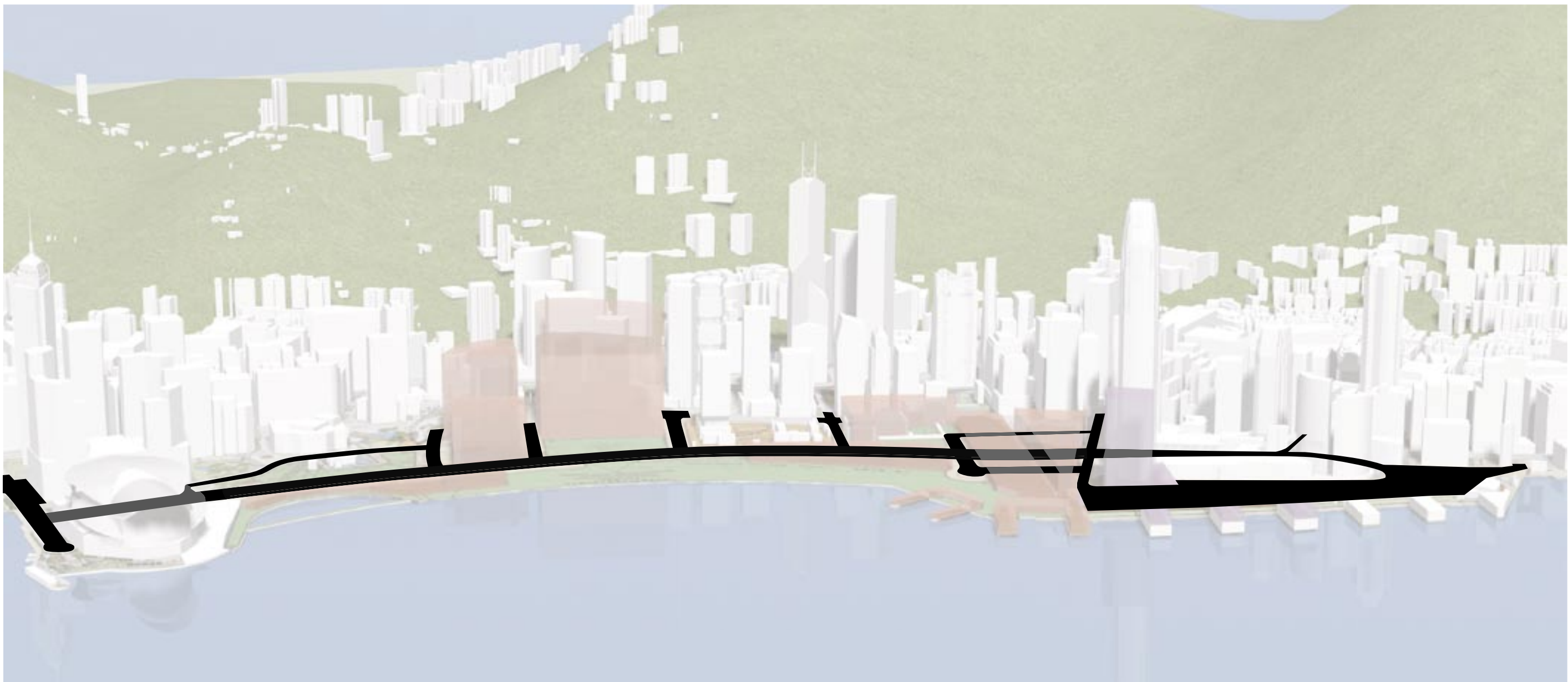
## Maximizing Harbour-front for Public Enjoyment

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

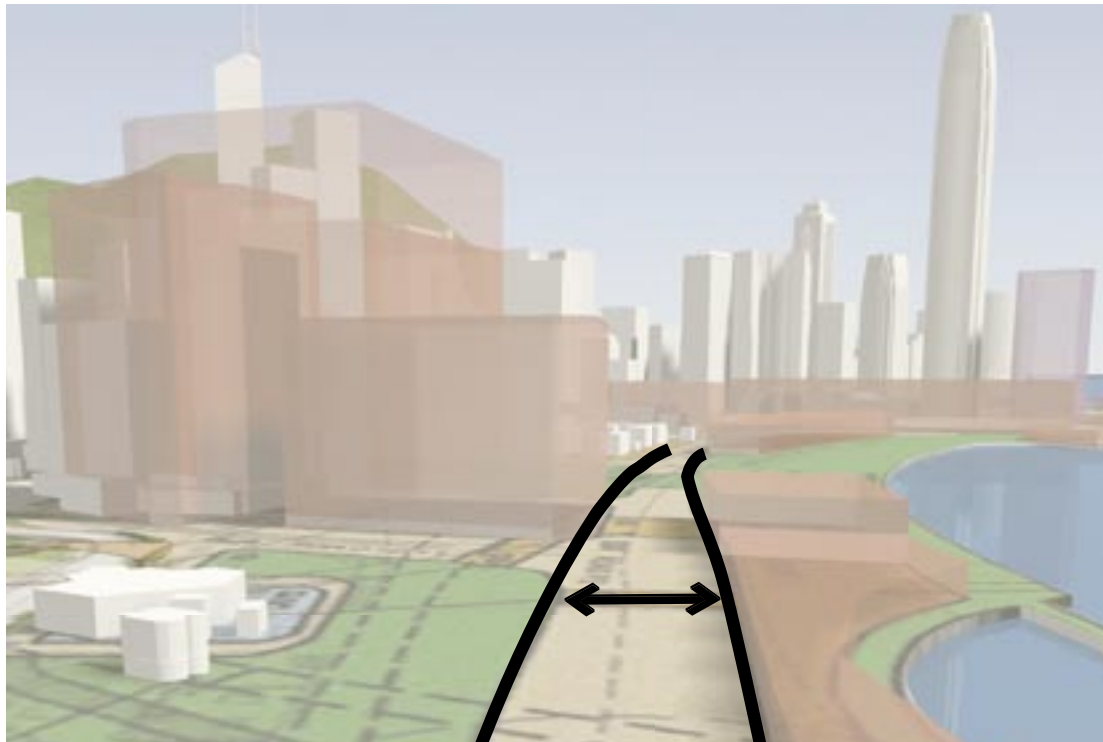
### HBF Review:

**Current plans allow for too much roadway and utility infrastructure on the waterfront, and too few provisions to truly encourage public enjoyment**

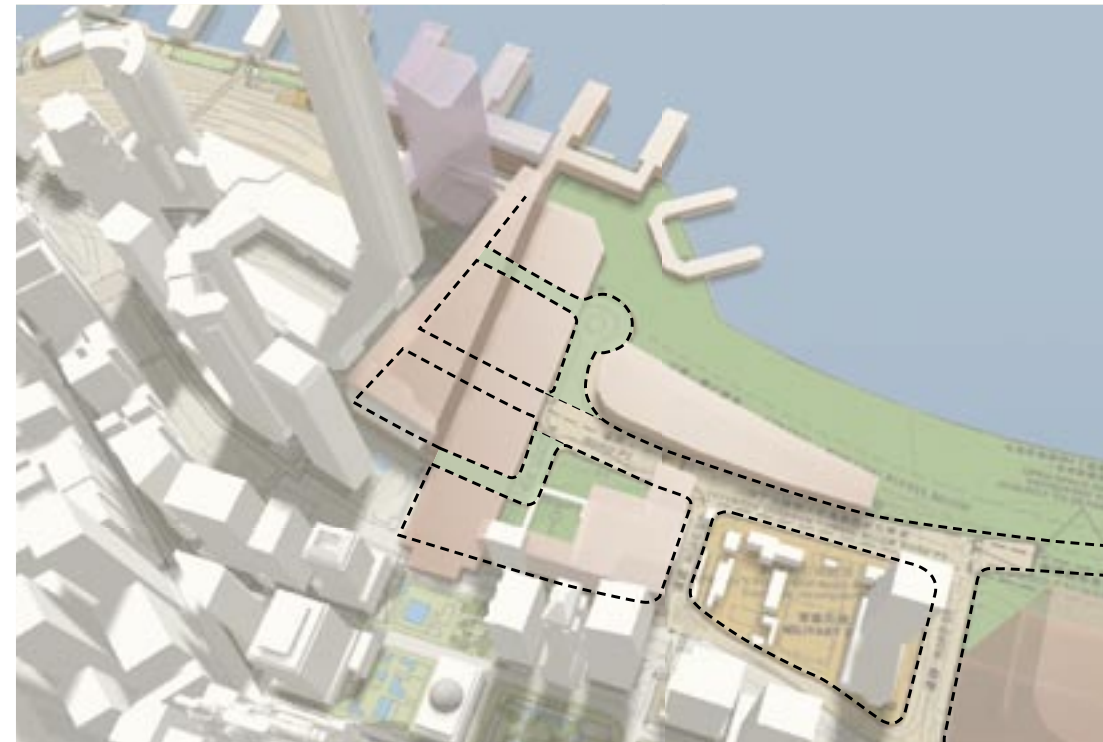
Infrastructural provisions in the OZP for the P2 as well as other roadways dominate the waterfront hindering access and vibrancy to the Harbour. The allowable widths and extents of roadways in the OZP will create an intimidating and utilitarian edge to the Waterfront Park, rather than a waterfront address that celebrates the Gateway Park. Other utility infrastructure incompatible with these planning principles also remain, while no major provision is made for transport infrastructure that is affirmatively compatible with these principles.



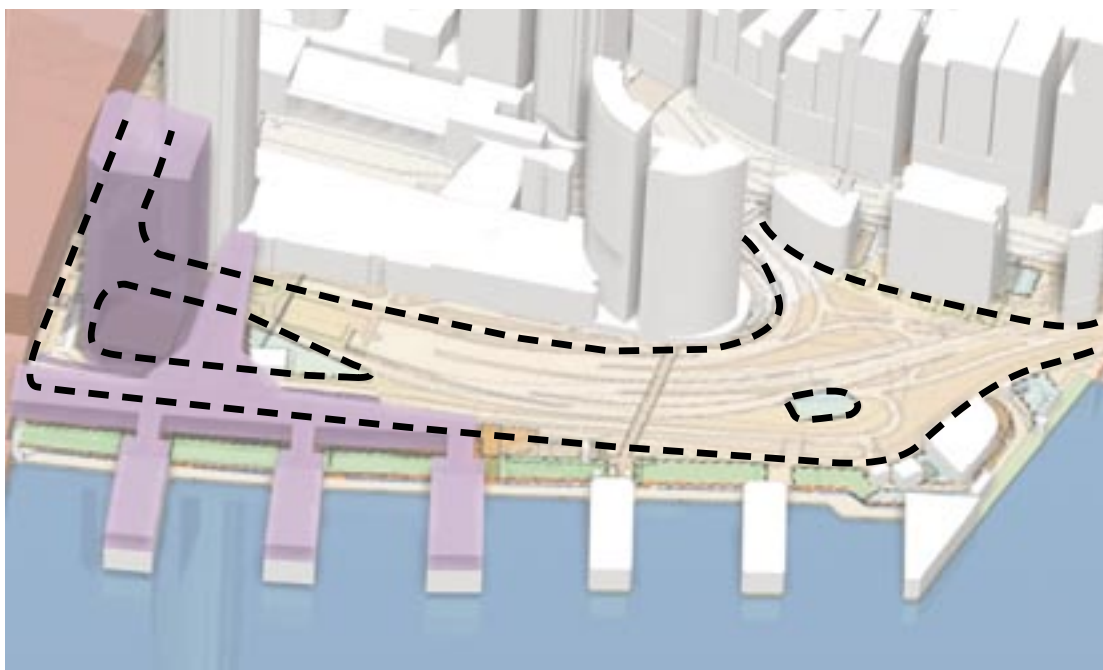
## Central needs: Less Infrastructure, More Pedestrian Ground



Planned waterfront address is too wide, allowing for unnecessary extra turn lanes, and discouraging street-level pedestrian connections to the waterfront



Planned roads intruding into the Waterfront Park should be minimized



Current plans have no provision to hide Existing roadways for a more pedestrian friendly waterfront road beyond Central

### Specific Issues:

- Allowance for the P2 roadway is too wide to play a ceremonial role as the gateway address to the waterfront
- the sewage screening plant and sewage pumping station may be unnecessary in the future yet the OZP includes it in long term outlook
- the spur road and roundabout near the Star Ferry breaks apart the pedestrian connectivity of the waterfront park and the historic corridor;
- the spur road is designed with wide curvatures and radii more appropriate for high speed vehicular movements, rather than tightly to promote a pedestrian-friendly environment
- large pedestrian deck infrastructure is allowed in too many places over the waterfront address: the groundscraper and its deck, at city hall, at Tamar, in front of the Citic Tower; and connecting to the sewage screening plant

### Possible Remedies:

- create greater choice for pedestrians to access the harbour-front on a ground level that is active and vibrant
- reduce roadway engineering and scope
- reduce bridges and decks across waterfront address
- reduce need for bridges by reducing width of P2 and minimizing radii of turn lanes
- allow for multiple modes of transportation - foot, bike, ferry, tram, rail



# 6

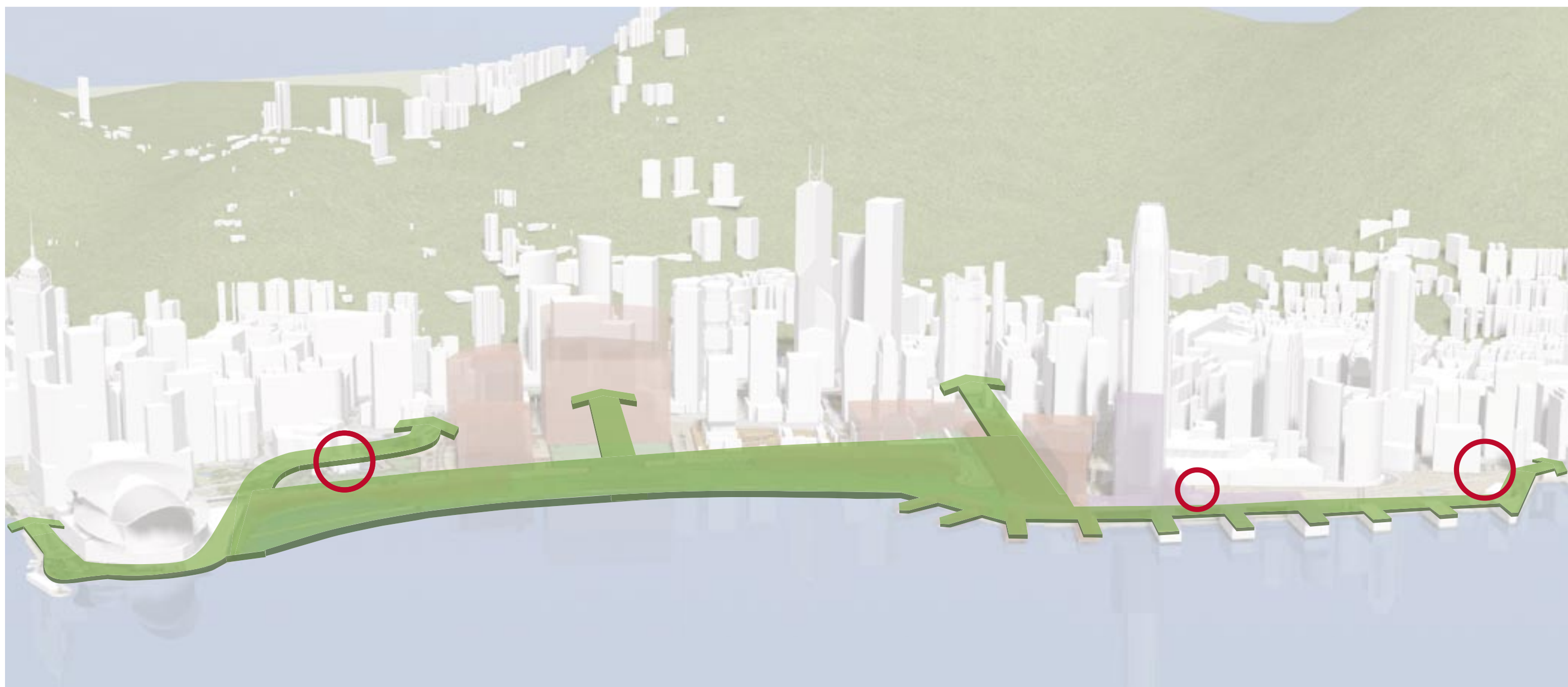
## Integrated Planning for a World-class Harbour

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

### HBF Review:

**Current plans do not integrate long-term possibilities for removing incompatible infrastructure and promoting waterfront uses to Hong Kong's economic and public aspirations**

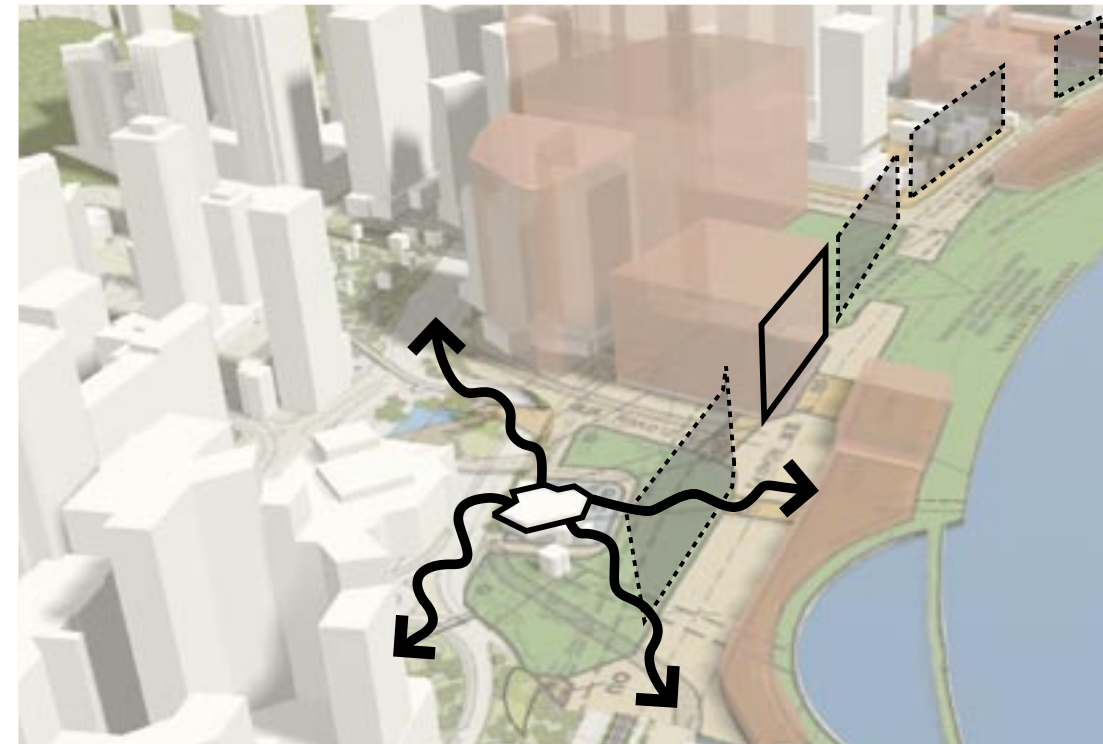
Integrated planning should include more than height restrictions in the OZP of this most important face of Hong Kong. It should include planning that considers the overall Harbour picture rather than be restricted to OZP jurisdictional boundaries, it should also provide for future improvement of in-use parcels rather than only guide undeveloped parcels, and should incorporate design guidelines written into government grant conditions.



## Central needs: Long-term, Harbourwide Planning



Current plans are not integrated across the Harbour to eliminate exposed infrastructure



Current plans make no provision for future reduction in sewage screening infrastructure, or provide guidelines to further ensure design quality of prominent parcels on the Waterfront

### Specific Issues:

- urban massing and connections at the ferry pier end of the waterfront park are unresolved and disconnected.
- provides for today's sewage treatment needs but makes no provisions for converting that integral part of the waterfront into a compatible use.

### Possible Remedies:

- line waterfront address with dynamic uses to sustain economic activity - more arts, residential, marine
- vibrant development in front of the IFC to help urban massing "step down" to the waterfront
- plan for uses across OZP boundaries to integrate waterfront



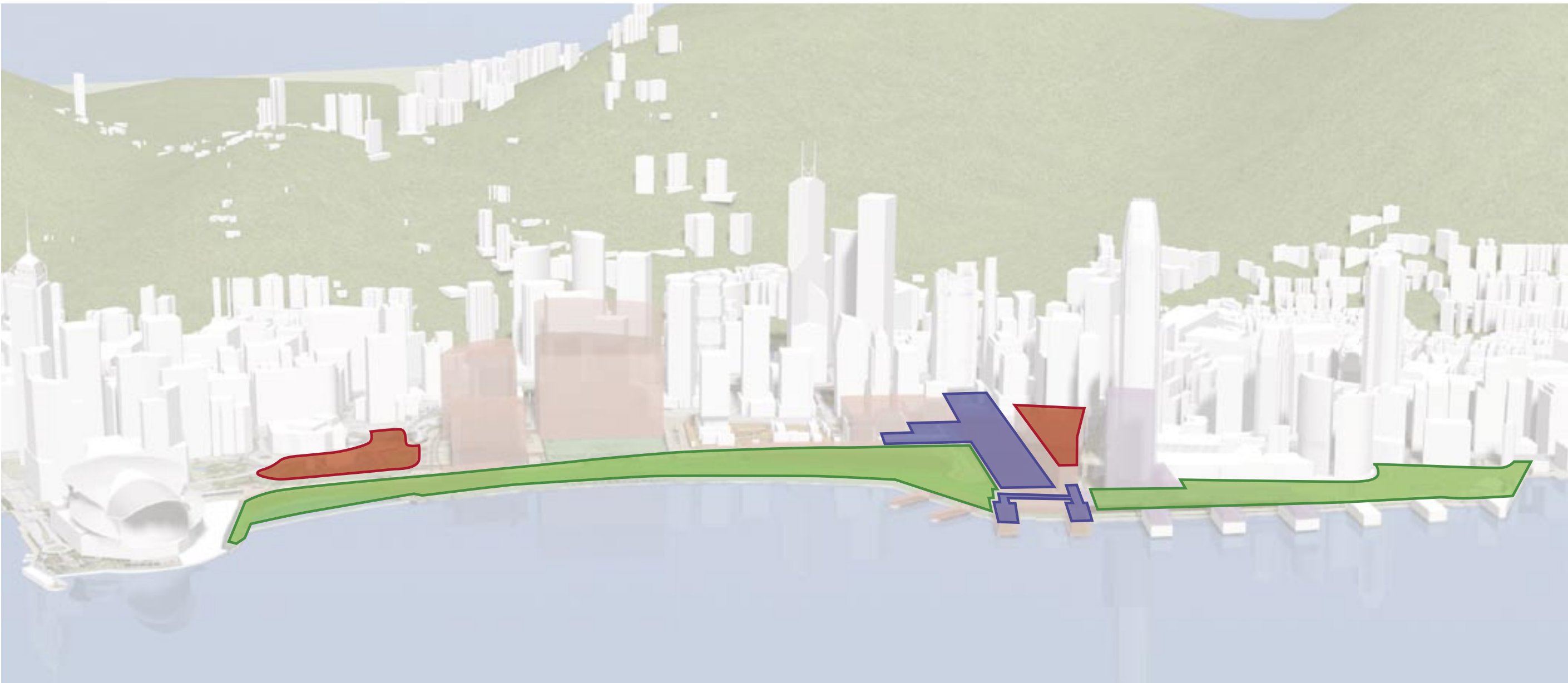
# 7

## Sustainable Development of the Harbour

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

**HBF Review:**  
Current plans do not adequately provide protections and precedents for sustaining natural and cultural heritage

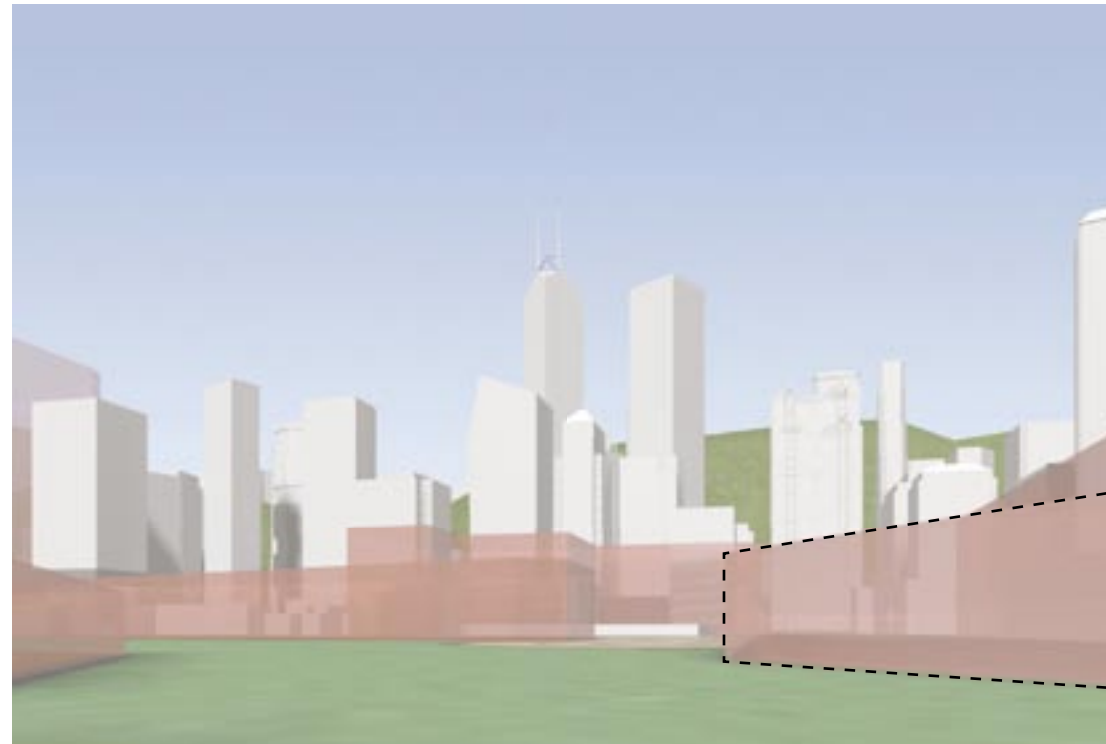
Part of Hong Kong's heritage is the presence of honourable institutions on its waterfront, a presence now threatened by the allowable buildings in the OZP. Economic sustainability relies on creating long-term value in the physical environment, rather than a dependence on short-term revenue from land sales, especially in Central (red). Social sustainability relies on encouraging a mix of uses for all sectors and preserving our cultural and urban heritage (blue). Environmental sustainability relies on the reduction of polluting uses and users, and the preservation of natural resources including the Harbour-front sense of openness (green).



## Central needs: Protection of Harbour Heritage



Government plans show unsustainable development that adds heat inducing landscape and non-native plants allowable under current plan. *Image from Central District Outline Zoning Plan, Town Planning Ordinance, Hong Kong Town Planning Boards*



Heritage views of Statue Square from the waterfront are lost under current plans

### Specific Issues:

- the Groundscraper deck cuts off Statue Square from the waterfront and thus the sustenance of Hong Kong's waterfront heritage for future generations
- large development blocks on the waterfront set a poor precedent for sustaining a natural Harbour-front environment open to the sea air
- limited use diversity along the waterfront address – evidenced by a lack of encouragement for residential uses, human scaled dining clusters, non-governmental cultural uses, and provisions for maritime activity – does not help the sustainability of economic activity along the waterfront across the hours of the day and seasons of the year
- justification for development capacity on the waterfront should not depend on need for government revenues
- the OZP has little provision for alternative transportation modes that could reduce dependence on private autos and resultant pollution and congestions

### Possible Remedies:

- encourage like uses that support the unique heritage character of each corridor
- create more natural, outdoor park environments from the waterfront address seaward that are encouraged through smaller building blocks
- diversity of activity through discouragement of undifferentiated zoning across the harbourfront



# 8

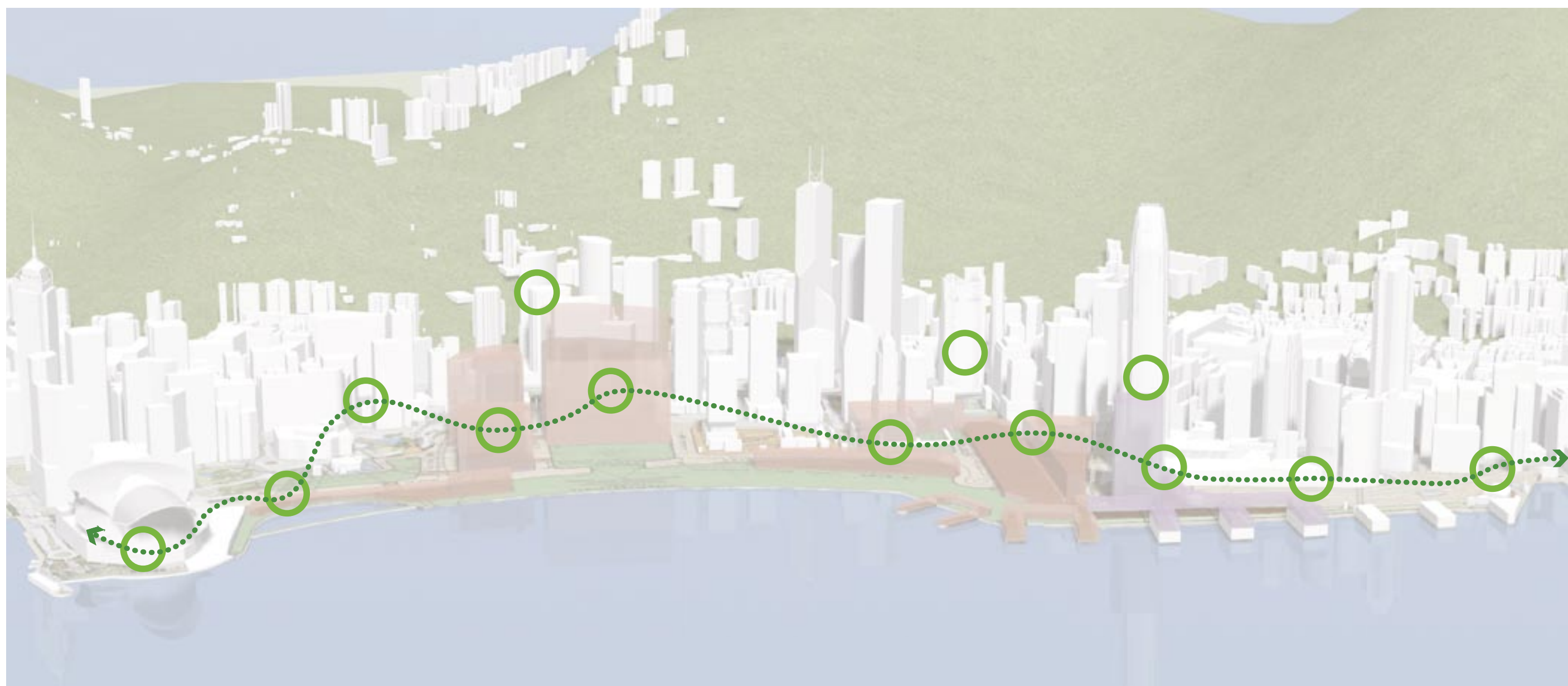
## Early and Ongoing Stakeholder Engagement

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

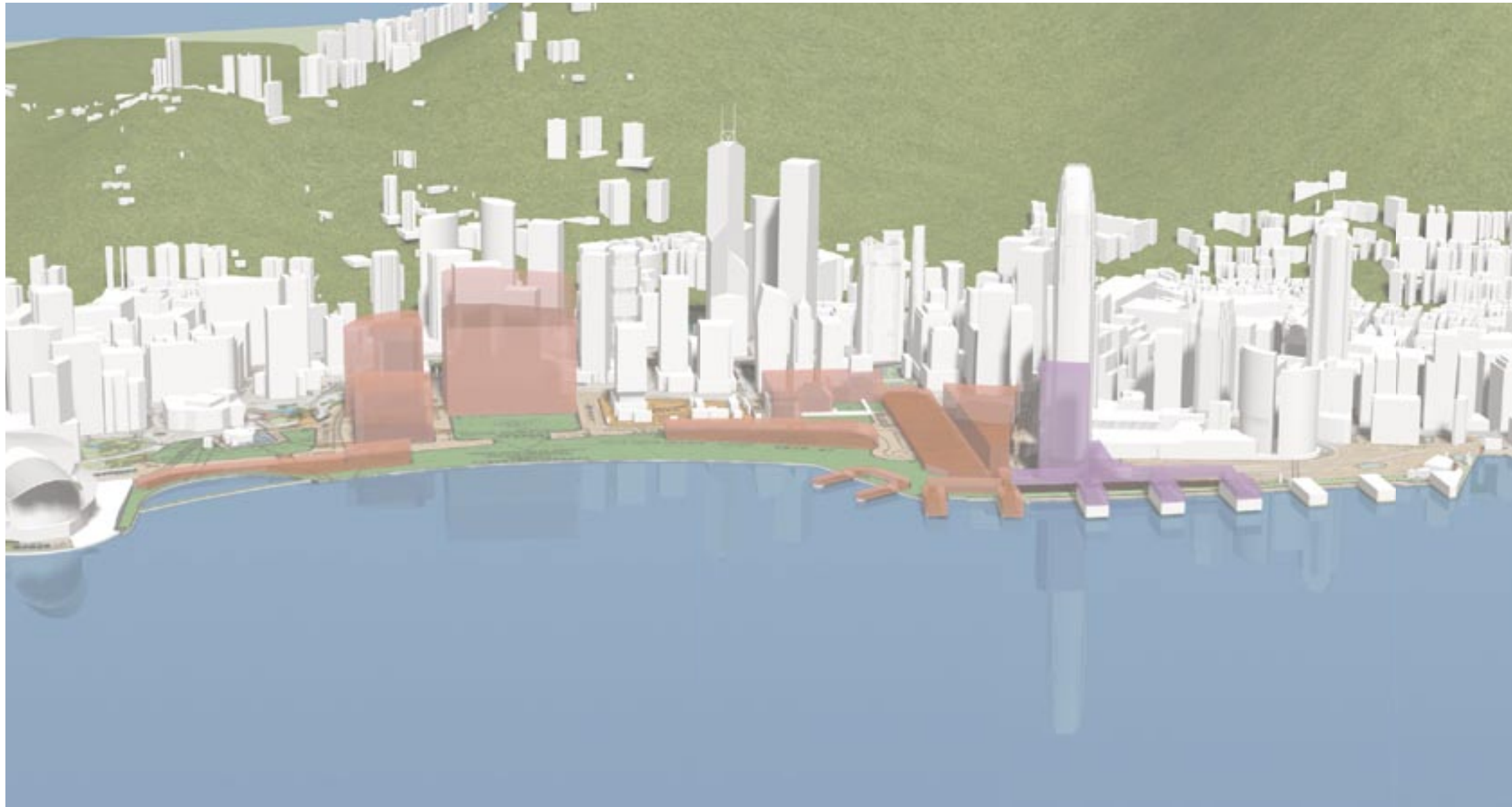
### HBF Review:

The current plans should be a living plan that evolves as the principles of the community evolve

Just as a business plan evolves in any successful commercial venture, the consensus of the Hong Kong community is changing. Although the OZP has been through its due process, the Harbour Planning Principles, new stakeholders and stakes have emerged to justify improvement upon the generalities in the old OZP.



## Central needs: A Living Plan for a Living Harbour



The future image of Hong Kong should not be hampered by outdated plans

### Specific Issues:

- the current OZP went through a public process before the establishment of these Harbour Planning Principles
- the OZP is not based on comprehensive consensus of uses across the harbour, which influenced the scale and shape of uses in the OZP

### Possible Remedies:

- amend the OZP in the context of a comprehensive Harbour-wide set of planning principles and guidelines, in a public consultation process
- create a Harbour Body to ensure a balanced, holistic and progressive process for central and all of Hong Kong Harbour



# Harbour Planning Principles from the Harbour Enhancement Committee

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

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

## Harbour Planning Principles

The Harbour Planning Principles are a set of guidelines for all individuals and organisations in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas. The principles are developed and monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong.

Sub-committee on Harbour Plan Review  
Harbour-front Enhancement Committee  
March 2005

1	2	3	4	5	6	7	8
Preserving Victoria Harbour as a Natural, Public and Economic Asset	Victoria Harbour as Hong Kong's Identity	A Vibrant Harbour	An Accessible Harbour	Maximizing Harbour-front for Public Enjoyment	Integrated Planning for a World-class Harbour	Sustainable Development of the Harbour	Early and Ongoing Stakeholder Engagement
Principle 1: Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage, and a driver for the economy.	Principle 2: Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's "brand identity" to the international community.	Principle 3: Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.	Principle 4: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.	Principle 5: With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with these planning principles should be minimized.	Principle 6: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong's economic pillars and the aspirations of Hong Kong's people.	Principle 7: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.	Principle 8: All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.