Legislative Council of the

Hong Kong Special Administrative Region



Panel on Planning, Lands and Works



Report of the delegation of the Panel
on duty visit in September 2002
to study the experiences on
town planning, urban renewal and heritage preservation
in Singapore, Berlin and London

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Chapter 1 Introduction



Background

- 1.1 The Panel on Planning, Lands and Works (the Panel) is a committee of the Legislative Council (LegCo) formed to monitor and examine Government policies and issues of public concern relating to lands, buildings and planning matters, works and water supply, and Public Works Programme.
- In view of the scarcity of land resources, population growth and the changes in economic and social environment of Hong Kong, the Panel has attached great importance to the long-term planning and development strategies to promote sustainable development of Hong Kong to balance social, economic, environmental needs for present and future generations. Since the start of the current LegCo term in October 2000, the Panel has deliberated on a number of planning studies or proposals, including the "Hong Kong 2030: Planning Vision and Strategy" Study which aims to provide a long-term land use-transport-environmental planning framework to guide the development of Hong Kong over the next 30 years. In considering these planning studies and proposals, the Panel considers it essential to ensure that the effective use of the limited resources in Hong Kong could be achieved and that the needs of the people could be taken care of.
- 1.3 To ensure the effective use of the limited resources in Hong Kong, the Panel considers that the renewal of old areas and preservation of heritage should be given due consideration in the town planning process. Urban renewal is essential to address the problem of urban decay and to improve the living conditions of residents in dilapidated urban areas. It is also a meaningful task to bring new life into old areas and turn old buildings into more effective use. Following the enactment of the Urban Renewal Authority Ordinance (Cap. 563) in July 2000, the Panel has had extensive discussions with the Administration and parties concerned on issues relating to urban renewal, including the draft Urban Renewal Strategy (URS), proposed compensation package for owners affected by land resumption for urban renewal projects, and work plans of the Urban Renewal Authority (URA). The Panel supports the people-oriented approach of the URS finalized in November 2001 and that URA should pursue the task of urban renewal in Hong Kong through a combination of four directions, namely, redevelopment, rehabilitation, revitalization and heritage preservation. Heritage preservation is essential to preserve the valuable historical buildings and sites, and also where possible, put the heritage into proper use for the benefit of the community. However, the Panel notes that a heritage preservation policy is not in place in Hong Kong.
- 1.4 Given the significance of town planning and limited experience of Hong Kong in urban renewal and heritage preservation, the Panel considers that reference could be made to the experiences in other countries in these three aspects.

Objectives of the overseas duty visit

- 1.5 To facilitate the Panel's consideration of town planning, urban renewal and heritage preservation issues in Hong Kong, members consider that an overseas duty visit should be conducted to study overseas experience on the following three aspects:
 - (a) Long-term town planning for the sustainable development of the cities concerned;
 - (b) Planning and development of waterfront areas, i.e. alongside a harbour or a river, and specific areas of the cities concerned; and
 - (c) Urban renewal programmes for the redevelopment of dilapidated urban areas to benefit the residents and the local community concerned, while preserving the heritage during the redevelopment process.

Places visited

- Having considered the findings of the background research conducted by the Research and Library Services Division of the LegCo Secretariat on a number of overseas places, the Panel observes that Singapore, Prague, Berlin and London have more relevant experiences on town planning, urban renewal and heritage preservation as a whole. The Panel's proposal to visit these four places in September 2002 was endorsed by the House Committee on 21 June 2002.
- 1.7 Due to the serious flooding incidents in Prague in July 2002, the Panel subsequently accepted the advice of the Czech Republic Consulate in Hong Kong that the visit to Prague be cancelled.
- 1.8 The delegation of the Panel visited Singapore, Berlin and London from 4 to 13 September 2002.

The delegation

1.9 As findings in the overseas duty visit would serve as useful references for Members in their consideration of future town planning, urban renewal and heritage preservation issues in Hong Kong, the Panel considers that the visit should be open to all non-Panel Members. The delegation of the Panel comprises a total of 11 Members and two staff members of the LegCo Secretariat. The membership list is in **Appendix I**.

Visit programme

During the visit, the delegation met with Members of Parliament, Ministers and senior civil servants, town planning and urban renewal authorities, etc., and toured town planning and urban renewal sites in Singapore, Berlin and London. The delegation exchanged views with the receiving parties on the three focus areas of the visit. The programme of the visit is in **Appendix II**.

Report of the delegation

- 1.11 This report outlines the experience of Hong Kong in town planning, urban renewal and heritage preservation (**Chapter 2**), summarizes the findings of the delegation on the experiences of Singapore, Berlin and London in these three aspects (**Chapters 3 to 5**) and set out the observations of the delegation (**Chapter 6**). A list of references for preparing this report is in **Appendix III**.
- 1.12 This report will be presented to the House Committee on 11 April 2003.

Chapter 2

Hong Kong — Town Planning, Urban Renewal and Heritage Preservation



Photo $2.1 \rightarrow Victoria Harbour \psi$

Background

- 2.1 With a total area of 1 100 square kilometres (sq km), Hong Kong covers the Hong Kong Island (80 sq km), the Kowloon peninsula (47 sq km), the New Territories (NT) (796 sq km), and about 260 outlying islands (177 sq km). Due to its hilly terrain, Hong Kong has limited land for development. There is always a need to strike a balance in the utilization of the limited land resources to meet the competing demands for housing, commerce, industry, transport, recreation and other community needs. Town planning is therefore essential to guide and control the development and use of land for the benefit of the entire community.
- In planning for the development of Hong Kong, the urban decay problem needs to be addressed. At present, over 9 000 private buildings in the Metro Area^(Note 2.1) are 30 years old and above. The number is expected to increase by half to some 14 000 buildings in ten years' time. Although the Land Development Corporation (LDC) has successfully completed a number of redevelopment projects since its establishment in 1988, it has experienced difficulties in pursuing its redevelopment programme, including financial viability of redevelopment projects, prolonged land assembly process, and shortage of rehousing resources.
- 2.3 The Chief Executive (CE), in his 1997 Policy Address, announced a new and proactive approach to expedite urban renewal and a plan to establish the URA to replace LDC as the Government's principal agent for urban renewal. Following the enactment of the URA Ordinance in July 2000, LDC was dissolved on 1 May 2001 and URA was established on the same day to undertake urban renewal under a new institutional and statutory framework. The major purposes of URA are to redevelop old and dilapidated areas, to promote the rehabilitation of old buildings, and to preserve buildings, sites and structures of historical, cultural or architectural interest.
- 2.4 This chapter outlines the experience of Hong Kong in town planning, urban renewal and heritage preservation.

Planning authorities

2.5 The two principal bodies responsible for town planning in Hong Kong are the Committee on Planning and Land Development (CPLD) and the Town Planning Board (TPB). The CPLD is a government body which determines the long-term development strategies and major proposals for land development, evaluates major planning studies, development plans and programmes, and formulates land use planning standards and policies for land development. It sets the overall policy framework within which local district planning functions are performed. The TPB and its two committees, namely, the Metro Planning Committee and the Rural and New Town Planning Committee, are statutory bodies formed under the Town Planning Ordinance (TPO) (Cap. 131). They are responsible for preparing statutory plans and considering applications for planning permission. The TPB may appoint objection hearing committees under the provisions of the TPO to consider objections to statutory plans.

The Metro Area covers Hong Kong Island, Kowloon, Tsuen Wan and Kwai Tsing.

⁽Note 2.1)

2.6 The Planning Department (PD) takes policy directives from the CPLD under the Housing, Planning and Lands Bureau (HPLB). It also services the TPB. The PD is responsible for formulating, monitoring and reviewing urban and rural planning policies and associated programmes for the physical development of Hong Kong. It deals with all matters relating to land use planning at the territorial, sub-regional and district levels.

Planning hierarchy

2.7 Hong Kong has a three-tier planning hierarchy comprising development strategies at the territorial and the sub-regional levels, and various types of statutory and administrative plans at the district level.

<u>Territorial Development Strategy</u>

- 2.8 The first Territorial Development Strategy (TDS) was produced in 1984 to provide a broad land use, transport and environmental framework to guide the physical development of Hong Kong into the 1990s. Following the completion of the comprehensive review of the TDS in 1996, a number of issues having implications on the long-term development of Hong Kong have emerged, such as the financial turmoil in Asia, the potential increase of migrants from the Mainland, and China's imminent accession to the World Trade Organization, etc. A new round of review was considered necessary. The review, entitled the "Hong Kong 2030: Planning Vision and Strategy" Study (HK2030 Study), commenced in November 2000 to assess Hong Kong's future development needs in a wider regional perspective and for a longer time horizon of 30 years.
- 2.9 The HK2030 Study is guided by CE's vision for Hong Kong promulgated in his 1998 and 1999 Policy Addresses, i.e. "Hong Kong should not only be a major Chinese city, but could become the most cosmopolitan city in Asia, enjoying a status comparable to that of New York in North America and London in Europe". The Study is conducted in four stages. The outcome of the Stage One Public Consultation conducted from February to April 2001 indicated that the public was, on the whole, supportive of the HK2030 Study and considered it both necessary and timely. Having considered the comments received, the Administration revised the planning objectives of the Study, as follows:

The HK2030 Study should adhere to the principle of sustainable development to balance social, economic and environmental needs to achieve a better quality of life for present and future generations. Specifically, the Study should aim at providing a planning framework for:

- (a) Providing a good quality living environment by:
 - ensuring our development is undertaken with due regard to the environmental carrying capacity;
 - enhancing the townscape; and
 - regenerating the old urban areas.
- (b) Conserving the natural landscape which is of ecological, historical, geological, scientific and other significance and preserving our cultural heritage.
- (c) Enhancing Hong Kong's hub functions by:
 - providing sufficient land reserves to meet the changing needs of commerce and industry;
 - strengthening our role as a global and regional financial and business centre;
 - strengthening our role as the international and regional trading, transportation and logistics centre; and
 - developing further as an innovation and technology centre for Southern China.
- (d) Meeting housing and community needs by providing adequate land and infrastructure for the development of housing and community facilities.
- (e) Providing a framework to develop a safe, efficient, economically viable and environmentally friendly transport system.
- (f) Promoting tourism to ensure Hong Kong will continue to be a world-class destination for visitors.
- (g) Strengthening links with the Mainland to cope with the rapid growth of cross-boundary interaction.
- 2.10 During the Stage Two Public Consultation conducted from January to March 2002, the Administration consulted the public on nine strategic planning issues that were important to the formulation of a range of long-term development options for Hong Kong, and the criteria which should be used to evaluate the development options.
- 2.11 The HK2030 Study has now proceeded to Stage Three under which development options will be formulated. The Study is expected to be completed by the end of 2003.

Sub-regional Development Strategies

- 2.12 Sub-regional Development Strategies are prepared to translate the territorial planning visions and strategies into more specific planning objectives for the five sub-regions of Hong Kong, namely, the Metro Area, North East NT, South East NT, North West NT, and South West NT. One of the planning studies being conducted is the "Study on Review of Metroplan". The Metro Area covering Hong Kong Island, Kowloon, Tsuen Wan and Kwai Ching is the pulse of Hong Kong where key economic and financial activities take place. It is also the home of over four million people, and provides about 80% of all job opportunities. The Metroplan Selected Strategy approved in 1991 is being reviewed to formulate an up-to-date planning and development strategy for the Metro Area up to 2016 and beyond. The Study is scheduled for completion in 2003.
- In conjunction with the "Study on Review of Metroplan", PD is conducting the 2.13 "Planning Study on the Harbour and its Waterfront Areas". The Victoria Harbour and its waterfront are famous for their skyline, landmark buildings and night views. In recognition of the value of the Harbour, the CE, in his 1999 Policy Address, announced the policy directive and commitment to enhance and beautify the Victoria Harbour so that citizens and tourists alike can better enjoy the waterfront. In October 1999, TPB promulgated a "Vision Statement for Victoria Harbour", i.e. to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong — a harbour for the people and a harbour of life. The PD then commissioned the "Planning Study on the Harbour and its Waterfront Areas" to translate the Vision Statement into planning framework to guide the future developments along the Harbourfront areas. During the Stage One Public Consultation conducted from March to May 2001, most of the comments received were in support of the proposed Harbour Planning Framework and Principles, including the minimization of reclamation in the Harbour and creation of a Harbourfront which reflects the unique character of Hong Kong and the different districts. In addition, many creative and innovative ideas on how to make the Harbour more attractive and vibrant were received from the private sector. The Stage Two Public Consultation will soon commence to consult the public on the recommendations of the Planning Study.
- 2.14 Indeed, the Victoria Harbour, being one of Hong Kong's most precious natural assets, presents great potential for creativity. Plans are being made by the Administration to create new leisure and business facilities, and develop new landmarks around the Harbourfront areas. The Tamar site in Central will feature the new Central Government Complex and the new LegCo Building. The former International Airport site at Kai Tak and the surrounding areas will be developed into a new town of 260 000 residents with a sports stadium, a metropolitan park, a cruise terminal, etc., while the southern tip of the West Kowloon Reclamation will be developed into an integrated arts, cultural and entertainment district. Waterfront promenades totaling 16 km will be developed on both sides of the Victoria Harbour. The public will be able to stroll along the promenades and enjoy beautiful waterfront views and relaxing retreats.

District planning

2.15 Apart from statutory plans prepared by TPB, outline development plans and layout plans are prepared by PD for individual districts or planning areas to show the planned land uses, development restrictions and transport network in greater detail.

Planning in partnership

- 2.16 The PD has consulted the public in various planning studies. Take the HK2030 Study as an example, the public as well as all stakeholder groups are consulted in each of the four stages of the Study so as to foster community consensus on the key issues involved. Public forums and seminars were held to solicit views of the public. Moreover, LegCo Members were consulted at meetings of the Panel on Planning, Lands and Works, and District Council members at the District Councils Planning Forum. Various statutory and advisory bodies, universities, professional institutions and other interested organizations were also consulted.
- 2.17 To arouse the awareness and interest of the young people in strategic planning, a special community involvement project, entitled "Hong Kong 2030 Creative Planning Design Competition", was launched in February 2002. Through the joint efforts with the Education Department and the HKeducationCITY (a project funded by the Quality Education Fund), the young people, whether they were students or workers, had been invited to express their aspirations and proposals for the development of Hong Kong in 2030 by designing web-pages, computer games and planning proposals.
- 2.18 On the other hand, a panel of advisers has also been set up to provide specialist advice on the issues of the HK2030 Study. The panel comprises specialists in various fields including economic, transport, environmental and Mainland affairs. It is expected that the engagement of outside experts will not only broaden the perspectives of the Study, but also reinforce the partnership between the Government and non-Government sectors in charting the future development of Hong Kong.

Urban Renewal Strategy

- 2.19 The HPLB provides policy guidelines on urban renewal for URA in the form of the URS. The URS, published in November 2001, outlines the magnitude of the urban decay problem, the role and task of URA (redevelopment, rehabilitation and heritage preservation), nine target areas for urban renewal (Kwun Tong, Ma Tau Kok, Sai Ying Pun, Sham Shui Po, Tai Kok Tsui, Tsuen Wan, Wan Chai, Yau Ma Tei, and Yau Tong), and the following key principles underlying the "people-centred" approach to urban renewal:
 - (a) Owners whose properties are acquired or resumed for the implementation of redevelopment projects should be offered fair and reasonable compensation;
 - (b) Affected tenants should be provided with proper rehousing;
 - (c) The community at large should benefit from urban renewal; and
 - (d) Affected residents should be given an opportunity to express their views on the projects.

2.20 The URS also provides that URA should consider acquiring land by agreement before applying under the URA Ordinance to the Government for the resumption of land required for urban renewal. Purchase offers should be made after a project has been approved but before the land reverts to the Government.

Urban renewal initiatives

2.21 Some of the major initiatives of the URA are summarized below.

Redevelopment

- Under the URS, URA is tasked to implement an urban renewal programme consisting of 200 new projects and 25 uncompleted projects of LDC in 20 years. The aim is to contain the problem of urban deterioration by the end of the 20-year period. The URA's first corporate plan approved by the Financial Secretary in March 2002 comprises 42 projects, including all of the 25 uncompleted projects of LDC and 17 projects identified in the URS. The 42 projects cover a total area of around 13.5 hectares, with up to 18 000 flats to be built. Together, the 42 projects will produce around 1 000 000 sq metres of domestic gross floor area (GFA) and 220 000 sq metres of non-domestic GFA, and provide about 13 400 sq metres of public open space and about 39 200 sq metres of floor space for use as GIC facilities. Such GIC facilities include residential care homes for the elderly, schools, an indoor stadium and youth centre, a community performance hall, a hostel for the mentally handicapped, markets, public toilets and refuse collection points.
- 2.23 The URA's first three projects, i.e. the projects at Cherry Street in Tai Kok Tsui, Fuk Wing Street/Fuk Wa Street in Sham Shui Po, and Johnston Road in Wan Chai, are projects announced by LDC which had already been published on Gazette. Total project costs, including acquisition, development, interest and professional fees will be around \$2.6 In March 2002, URA made purchase offers to the affected owners. occupiers of domestic properties were offered the open market value of their properties plus Home Purchase Allowance (HPA), an ex-gratia allowance payable to enable them to purchase a relatively new replacement flat of a similar size in the same locality of the resumed flat. The amount of HPA payable to individual owners was the difference between the value of a notional replacement flat (based on a seven-year-old flat of a similar size in the same locality of the resumed flat) and the open market value of the resumed flat. As regards owners of tenanted flats, they were offered the open market value of their properties subject to tenancy plus Supplementary Allowance (SA). Moreover, affected owners of domestic properties were encouraged to sell their properties to URA through an incentive scheme. Owneroccupiers would receive a minimum of HK\$105,000 or HK\$1,250 per sq metre of saleable area, whichever was the higher, whilst owners of tenanted flats would receive HK\$80,000 per unit.
- 2.24 Owners of properties in the three projects are also eligible for the pilot Maintenance Cost Reimbursement Scheme approved by the URA Board. If some maintenance works required by the Buildings Department by way of statutory orders have been carried out on the properties scheduled for redevelopment, the owners concerned can apply for reimbursement of the costs of the remaining life of the works. This is to encourage owners to properly maintain their properties whilst awaiting for redevelopment of their

properties.

- 2.25 Under the URA Ordinance, any person who wishes to object to a development project may send a written statement to URA within the publication period. The Secretary for Housing, Planning and Lands shall consider the development project and any objections not withdrawn, and determine whether to authorize URA to proceed with the project without any amendment. Any objector who is aggrieved by the Secretary's decision may, within 30 days after notification of the decision, lodge his appeal to the Appeal Board appointed by CE.
- 2.26 In addition, a Review Committee has been established under URA to consider appeals by affected owners in relation to their eligibility for HPA and SA, etc. However, it will not consider matters relating to the valuation of interests in property, business loss or any other related matters.
- 2.27 If an affected owner refuses to sell his property to URA and URA's application to the Government for resumption is approved, the Government will then make a fresh offer to the owner to acquire his property. If the owner fails to reach an agreement on the purchase price with the Government, he may apply to the Lands Tribunal for determination of compensation.

Rehabilitation

- 2.28 Rehabilitation seeks to prevent the decay of the built environment of Hong Kong by promoting and assisting the improvement of individual buildings by owners. Through rehabilitation, the useful life span of a typical tenement building may be extended by 20 to 30 years. To encourage and motivate owners to recognize their responsibilities in maintaining their buildings properly and to give them logistical and technical support in carrying out necessary repair works, the Government launched the pilot Coordinated Maintenance of Buildings Scheme in November 2000. The 150 buildings selected for the pilot scheme all required repairs relating to building safety and had a large number of unauthorized building works on their external walls. Under the pilot scheme, six Government departments made a concerted effort to establish all necessary repairs in a building. As the building coordinator, the Buildings Department arranged meetings with the building owners or Owners' Corporation to explain to them in detail the required maintenance and repair works, and assisted building owners who were in need to apply for loans under the Building Safety Loan Scheme. In early 2002, the pilot scheme was extended to cover another 200 buildings.
- 2.29 A Rehabilitation Taskforce comprising Board and Committee members of URA has been set up to develop the role that URA can play in rehabilitating urban sites in the context of the initiatives established by the Buildings Department and Home Affairs Department with a view to drawing up pilot schemes for taking the task forward.

Strategic partnership

2.30 To tackle the enormous task of urban renewal, URA needs the support of its partners, including the Government, development and financial institutions, professionals and academics, and other stakeholders. In this connection, URA has signed Memorandum of Understanding with the Hong Kong Housing Authority and Hong Kong Housing Society

(HKHS) to provide rehousing for residents affected by URA's projects. The URA has also developed a strategic partnership with HKHS. The partnership would aim to achieve a synergy of operation and use of staff resources to facilitate the implementation of the urban renewal programme by carrying out the projects through joint ventures, entrustment or agency arrangements.

Heritage preservation

- 2.31 In recent years, more and more people have become aware of the significance of preserving Hong Kong's rich cultural heritage resources. As pointed out by CE in his 1999 Policy Address, "it is important to rehabilitate and preserve unique buildings as this not only accords with our objective of sustainable development but also facilitates the retention of the inherent characteristics of different districts, and helps promote tourism. The concept of preserving our heritage should be incorporated into all projects for redeveloping old areas". The Commission on Strategic Development (CSD) also recognizes the importance of preservation of buildings, precincts and other features of historical and architectural significance as an important attribute for Hong Kong to become Asia's World City. To this end, a dedicated heritage preservation policy needs to be put in place.
- At present, the legislation directly related to the preservation of historical buildings is the Antiquities and Monuments Ordinance (Cap. 53). It commenced operation in 1976 and provides for the declaration of historical buildings, among other things, as monuments. A total of 77 monuments (including 30 private properties) have been declared so far. The Antiquities Advisory Board (AAB) has been set up to advise the Antiquities Authority (i.e. the Secretary for Home Affairs) on any matters relating to antiquities and monuments, including whether an item should be declared as a monument under the Antiquities and Monuments Ordinance. The AAB also has an important role to play in supporting and guiding the work of the Antiquities and Monuments Office (AMO) under the Leisure and Cultural Services Department. The AMO identifies and records a wide range of heritage items, including historical buildings, historical stones, etc. It has also established three Heritage Trails in Hong Kong, namely the Central and Western Heritage Trail, Ping Shan Heritage Trail and Lung Yeuk Tau Heritage Trail.
- 2.33 In March 2000, the Culture and Heritage Commission was established to advise the Government on overall policies and funding priorities in the development and promotion of culture and heritage. Its key responsibility is to formulate a set of principles and strategies to promote the long-term development of culture and heritage in Hong Kong. Moreover, the Home Affairs Bureau (HAB) is conducting a review of the policy and related legislation on the preservation of historical buildings and sites which are in private ownership. The question of affording better protection to historical buildings and sites in private ownership will be addressed in the context of HAB's review.
- As regards URA, it is required to implement the URS which provides that heritage preservation should be part of urban renewal, and that URA should preserve heritage buildings if such preservation forms part of its urban renewal projects. Preservation should include preservation and restoration of buildings, sites and structures of historical, cultural or architectural interest, and retention of the local colour of the community and the historical characteristics of different districts. As far as practicable, the preserved heritage buildings

should be put to proper community, public or other beneficial use. The aim is that these buildings should be a living and functional part of the community and not mere historical artefacts for display. In this connection, URA has set up a Conservation Advisory Panel comprising members from other countries to assist in the development of preservation policy and practice. Conservation strategies for the target areas will be formulated.

The delegation's views

2.35 Whilst appreciating the efforts made by the planning authorities in formulating long-term planning and development strategies for Hong Kong, the delegation considers that more emphasis should be placed on maximizing the use of existing resources, including the existing land, buildings, built heritage and waterfront areas, and identifying new development opportunities. In this connection, an integrated approach to cover urban renewal and heritage preservation in the town planning process should be explored. Moreover, more could be done to enhance public participation in the planning process to ensure that the development plan is able to cater for the needs of the people. Reference is made to the experiences of Singapore (Chapter 3), Berlin (Chapter 4) and London (Chapter 5) in these aspects.



Chapter 3

Singapore — Town Planning, Urban Renewal and Heritage Preservation



Photo 3.1 The delegation met with Mr Mah Bow Tan, Minister for National Development and Dr Vivian Balakrishnan, Minister of State for National Development.



Photo 3.2 The delegation was received by Dr Ngiam Tong Dow, Chairman of the Housing and Development Board, and other representatives of the Board.



Photo 3.3 The delegation toured the Boat Quay Conservation Area.



Photo 3.4 Toa Payoh

Background

- 3.1 With a total area of 682 sq km and a population of 4.1 million, Singapore needs to ensure the best and optimal use of its limited land. In 1959, the Ministry of National Development (MND) was set up for the policy making on town planning, urban renewal and heritage preservation. The Urban Redevelopment Authority (UR Authority) and the Housing & Development Board (HDB) implement MND's policies.
- 3.2 In 1964, the Singapore Government introduced the Home Ownership For the People Scheme to give citizens an asset in the country, a means of financial security and to hedge against inflation as it protects against rising rents. Four years later, the Central Provident Fund was used to aid housing payments, and the income ceiling is continued to be reviewed to ensure that most Singaporeans would be able to enjoy the benefits of public housing. Today, 85% of the population live in public housing, while 82% are in home ownership flats. The focus of urban renewal in Singapore is therefore on the renewal of public housing estates and towns.
- 3.3 Apart from urban renewal, conservation of the built heritage is also an integral part of the development in Singapore. It protects the important reminders and representations of the nation's past, and also gives it a distinctive character, identity and charm of its own. In the conservation areas, the rows and clusters of historic buildings blend harmoniously with the surrounding new buildings, creating a visual contrast and a sense of history and memory of the place. The preservation and restoration of these buildings is guided by the UR Authority.

Relevant authorities

- 3.4 The MND is responsible for the physical development of Singapore through long-term planning. It aims to enhance Singapore's physical infrastructure and environment to make it a thriving and vibrant world-class city for business, living and leisure. The MND's portfolio encompasses the areas of land use planning, urban redevelopment and building conservation, public housing, the construction industry, parks and greenery, and food safety.
- 3.5 Under MND's guidance, the UR Authority carries out strategic planning to ensure the efficient use of land. The UR Authority, being Singapore's national land use planning authority, prepares long-term strategic plans, as well as detailed local area plans, for physical development. It then co-ordinates and guides efforts to bring these plans to reality. This includes releasing a steady supply of state land for housing, industrial and commercial development through the Government Land Sales Programme, adding value to selected areas through urban design plans, and working closely with developers during the implementation of their projects.
- 3.6 The HDB, a statutory board of MND set up in 1960, aims to provide affordable homes of high quality and promote the building of communities. It not only formulates and implements housing policies and programmes that foster cohesive communities, but also plans, develops and upgrades housing estates and towns to meet the needs of the population.
- 3.7 The delegation met with the Minister for National Development (Photo 3.1), Chairman and other representatives of HDB (Photo 3.2), and representatives of the UR

Authority, and exchanged views with them on town planning, urban renewal and heritage preservation issues.

Planning hierarchy

Concept Plan

- 3.8 At the apex of the planning and development process is the Concept Plan which charts out Singapore's long-term land use concepts and directions for the next 40 to 50 years. The Concept Plan is reviewed once every ten years.
- 3.9 The focus of various Concept Plans has evolved since the first one was drawn up in 1971. At the time, the emphasis was on addressing the basic needs and infrastructure of a new nation. Turning to the 1990s, the Concept Plan 1991 focused on sustaining economic growth and providing a good quality of life. As regards the Concept Plan 2001, its vision is to develop Singapore into a thriving world-class city in the 21st century for a projected population of 5.5 million. The delegation was briefed on the Concept Plan 2001.
- 3.10 The key proposals under the Concept Plan 2001 are outlined as follows:

(a) <u>Housing</u>

- More new housing will be provided in established areas, like Ang Mo Kio and Toa Payoh, to enable people to live close to their parents. This will help foster community bonds, rejuvenate existing towns and increase the live-in population in the Central Area. It is a significant change from the current strategy of opening up new towns to accommodate new families.
- To enable more people to live in the city, the proportion of the population living in the city will be increased. A new type of high-density housing will be available. Care will be taken to ensure that the quality of the environment will not be compromised.

(b) Recreation

There will be more accessible green spaces, sporting and cultural facilities. The Concept Plan 2001 aims to almost double the amount of green space to 4 500 hectares, and to set aside land for a wide range of recreational facilities, from swimming pools and badminton courts to public golf courses and marinas, depending on future demand.

(c) <u>Business</u>

The zoning system will be revised to allow greater flexibility. Two new business zones, namely, "Clean and non-pollutive" and "Pollutive" will be introduced to categorize business and industrial activities according to their impact on the environment.

(d) <u>Transport</u>

The transport system will be enhanced, with the existing 93 km of rail lines to be increased to about 500 km in future.

(e) Focus on identity

A new focus of the Concept Plan 2001 is identity. It aims to create a city alive with identity and rich heritage. Where possible, significant landmarks and natural features will be integrated as part of new towns and developments. More buildings will be conserved in order to retain the character and memory of places.

3.11 Public feedback received during the exhibition of the Draft Concept Plan 2001 indicated support for the key proposals. Almost half of the respondents preferred living close to the city. Most of the respondents requested that more new housing be built in existing mature estates so that they could stay nearer to their parents. A number of respondents requested that the proposal of providing greater flexibility for business be implemented as soon as possible. A number of respondents gave comments relating to the need for more landmarks in Singapore. The response reflected that people value identity and built heritage.

Development Guide Plans and Master Plan

- 3.12 With the completion of the Concept Plan, the UR Authority proceeds to prepare detailed Development Guide Plans (DGPs) for each of the 55 planning areas of Singapore. The DGPs bring a local perspective to the macro vision of the Concept Plan, setting the guidelines on land use zoning, height and development intensity for the planning areas. All the 55 DGPs are combined and gazetted as the statutory Master Plan that guides the development of Singapore in the next 15 years.
- 3.13 The UR Authority is now reviewing the last Master Plan completed in 1998 with an aim to gazette the new one in November 2003. It has prepared two plans to guide the current review: the Parks and Waterbodies Plan, and the Identity Plan.
- 3.14 The Parks and Waterbodies Plan was jointly drawn up by the UR Authority and the National Parks Board (NPB) to further shape the distinctive "Garden City" by enhancing its green spaces, waterbodies and living environment. The main proposals are outlined as follows:

(a) Areas of natural beauty

Two key areas - the Central Catchment and its surrounding, and the Northern Wetlands consisting of Sungei Buloh mangrove and the Kranji marshland, will be made more accessible to the public.

(b) New and enlarged parks

To achieve the vision that parks will be evenly distributed throughout Singapore and within easy reach of residents, five new parks will be developed, including a 20-hectare riverine park at Sungei Punggol in Sengkang. New waterfront parks, such as the one proposed at the Lower Seletar Reservoir, could be opened up to bring people closer to the scenic waterbodies. Some popular parks like East Coast Park could also be enlarged.

(c) <u>Streetscape greenery</u>

NPB commissioned the Singapore Institute of Landscape Architects to propose a Streetscape Greenery Master Plan. This plan aims to enhance street greening through applying different treatments to streets depending on the context of their location. For example, for urban areas, colourful, flowering plants and trees can be arranged in linear patterns to form continuous "green verandahs", and for roads near the sea, palms, coconut trees and mangroves can provide a coastal experience.

(d) Skyrise greenery

Shrubs, trees and creepers will be planted at different levels of a building's facade. Rooftop of buildings, sky terraces and balconies will be used for landscaping.

3.15 The Identity Plan aims to recognize, retain and enhance identity and the built heritage. It starts with 15 significant areas that the UR Authority has identified as having characteristics that hark back to a certain period in the development of Singapore. They have unique streetscapes, interesting architecture and have activities that hold a special place within the hearts of the local communities. The UR Authority proposes to recognize existing uses, conserve some of the shophouses, integrate new developments with the old and make selective environmental improvements in these areas.

Planning in partnership

- 3.16 The UR Authority recognizes that the implementation of the Concept Plan and Master Plan require the joint partnership of public and private sectors with the community. As the Concept Plan 2001 will be the blueprint for Singapore's future physical development, a full scale public consultation programme was launched on the draft plan. Two focus groups, comprising a cross section of the public and chaired by respected individuals outside the UR Authority, were formed to examine the issues involved. The UR Authority also solicited comments from the general public through its website, a public forum, a draft plan exhibition, and a public dialogue with the Minister for National Development.
- 3.17 Feedback on DGPs is also gathered through exhibitions and dialogue sessions with professionals and the general public. As regards the Parks and Waterbodies Plan and Identity Plan, three subject groups, which comprised professionals, grassroots leaders and members from various groups, were formed to study the proposals under the two draft plans. A three-month exhibition from 23 July to 22 October 2002 was conducted for the public to give views. The delegation was given a guided tour of the exhibition gallery. The delegation notes that feedback from the public consultation on the two draft plans will be incorporated into the draft Master Plan which will be exhibited in the first half of 2003 on a regional basis for further public comments.
- 3.18 The UR Authority also expanded its existing practice of consulting industry players and professional associations by involving them in discussions on more issues related to urban planning. In addition, the UR Authority formed the International Panel of Architects and Urban Planners, creating a channel to gather and share international inputs and global best practices on urban planning. The International Panel, chaired by the Chairman of the UR Authority, comprised respected architects and urban planners from New York, Barcelona, Sydney, London, Tokyo and Paris.

Planning for waterfront areas

- 3.19 The Singapore River has undergone rapid transformation in the past 25 years, with old buildings restored and new developments springing up by the river banks. In 1977, the Government embarked on a massive "Great River Clean-up" campaign. With the Singapore River cleaned up, the UR Authority took up the key task of planning for the River and working with other public agencies to breathe new life to the River. For example, outdoor refreshment areas were introduced along the river banks, buildings conserved, tree-lined promenades designed, etc. It was envisioned that the River could be transformed into a waterway providing waterfront housing, entertainment and dining facilities to all Singaporeans. It will be a river sparkling with life and exuberance for all to enjoy.
- 3.20 The sparkles along the River include the following:

(a) Boat Ouay

In the 1860s, three quarters of the shipping businesses in Singapore were done at Boat Quay (Photo 3.3). Today, over 100 shophouses are artfully conserved and used mainly for dining establishments, where diners could enjoy al fresco dining under the stars along the river front.

(b) <u>Clarke Ouav</u>

Clarke Quay was a place for loading and unloading cargoes years ago. Today, it is a popular festive village bustling with life and entertainment, attracting tourists and families.

(c) Robertson Quay

Robertson Quay, occupying over 50% of the Singapore River planning area, has been transformed into a mixed use area comprising mainly attractive waterfront residences and hotels.

3.21 A continuous 3 km tree-lined promenade was planned along both banks of the River linking the three quays, where street activities and performances could be held to add buzz and excitement to the River. People can now enjoy an uninterrupted leisurely stroll from the river's mouth, past Boat Quay, Clarke Quay, up to Robertson Quay.

Estate Renewal Strategy and related programmes

The HDB started urban renewal programmes in the early 1960s to clear the slums and to relieve the overcrowding condition in Singapore. From 1989, HDB has made systematic upgrading of the older estates a long-term commitment to rejuvenate them to standards close to those of the newer estates through the implementation of the Main Upgrading Programme (MUP). However, upgrading only revitalized precincts and not the rest of the town. It was therefore necessary to have a comprehensive renewal strategy. In 1995, the Estate Renewal Strategy (ERS) was introduced to systematically redevelop the older estates and towns. Toa Payoh (Photo 3.4) was the first town renewed under this strategy. Today, ERS continues to bridge the older and newer estates and towns through a number of programmes. The delegation was briefed on the two major programmes: the MUP and the Selective En Bloc Redevelopment Scheme (SERS).

Main Upgrading Programme

- 3.23 The MUP aims to improve the flats, blocks and common areas of HDB estates. Flats built in or before 1980 now qualify for MUP as against the previous cut-off date of 1975. As at 31 March 2002, there were 110 MUP precincts comprising 110 403 flats.
- 3.24 Under MUP, HDB estates are divided into precincts. A precinct, which comprises about five to eight apartment blocks or more, will have covered linkways between blocks, precinct boundary indicators and precinct entrances to provide a sense of exclusiveness. All the improvement items in a precinct, in the block outside the flats and within the flat will be identified with the help of the Town Councils and grassroots leaders. The actual scope of works will depend on the preference of each precinct, site conditions, layout and structural constraints of the flat, and is subject to budget availability. Since March 2000, the focus of MUP has been on the improvement works within the flat which are better appreciated by the residents. This type of works include upgrading of existing bathroom and toilet, replacement of windows and grilles, addition of space, such as service balcony, bath or utility room, etc. Improvement works to precinct and blocks that yield benefits to the residents, such as addition of covered linkways and upgrading of lifts, are still

provided. However, improvement works that are less functional and less cost-effective, such as extensive facade enhancement and extensive landscaping, have been scaled down and omitted. Feedback from the Town Councils show that these items are non-essential and add to the subsequent maintenance cost.

- 3.25 Two upgrading packages will be offered to the eligible households:
 - (a) Standard Package, comprising improvement works carried out to the precinct, block and flat; and
 - (b) Standard Plus Package, comprising all the improvement works carried out under the Standard Package, plus a space-adding item.

Upgrading will proceed only if 75% or more of the eligible households in the precinct are in favour of the Standard Package offered. The space-adding item will be provided only if 75% or more of the eligible households in the block are in favour of the item.

3.26 The Singapore Government has provided substantial subsidies to enable HDB residents to benefit from the MUP. Take a 4-room flat as an example, the cost-sharing ratios between the Government and the flat owner for a Standard Package is 90%:10%, and for a Standard Plus Package is 72%:28%. In line with the Government's public housing policy to provide subsidized HDB flats for Singapore citizens only, upgrading subsidies are only granted to Singapore citizens. To ensure an equitable distribution of the upgrading subsidies, however, no Singapore citizen HDB household should benefit from more than one upgrading subsidy. To achieve this objective, the Government will reduce its share of the upgrading subsidies as well as introduce an upgrading levy for Singapore citizens whose second or subsequent flat undergoes main upgrading.

Selective En Bloc Redevelopment Scheme

- 3.27 To complement the MUP, the SERS was launched in 1995 to develop old HDB estates or blocks. There are three selection criteria: old estates or blocks, preferably more than 20 years old; potential for redevelopment; and vacant public housing land available nearby for building replacement flats. It optimizes land use and enables the residents in old estates to upgrade to new and better flats nearby, without having to leave their existing neighbourhood. It also helps preserve the family and community ties built over the years.
- 3.28 SERS owners will be compensated at prevailing market value of their flats as at the SERS announcement date. In addition, they will be given a package of rehousing benefits including the following:
 - (a) Replacement flats

The flat owners concerned will be given assured allocation of new flats at the designated replacement site. They can purchase the replacement flats at subsidized prices frozen as at the SERS announcement date.

(b) Selling of existing flats

The flat owners concerned who do not wish to take up the new replacement flats may sell their existing flats with the rehousing benefits to

buyers who are eligible to purchase flats directly from HDB.

(c) <u>Comprehensive financial package</u>

The flat owners concerned will be provided with a comprehensive financial package to ease the cash flow for purchase of the replacement flats.

- 3.29 Under the Land Acquisition Act, any person interested who is aggrieved by the compensation awarded to him may appeal to the Appeal Board appointed by the President.
- 3.30 As at 31 March 2002, there were 45 sites under the SERS. These comprised 17 490 sold flats, 5 969 rental flats, 1 083 commercial properties, five market/hawker centres and 61 social/communal premises.

Renewal of Toa Payoh

- 3.31 The delegation was given a guided tour of Toa Payoh (Photo 3.4) which was located in the Central Region of Singapore. In the past, it was a big swampland ("Toa" the Chinese word for big and "Payoh" from the Malay word "Paya" meaning swamp) with clusters of squatter huts. Through years of renewal efforts, it was transformed to Singapore's first comprehensively planned satellite town.
- 3.32 In the 1960s, apartments were built in Toa Payoh for people relocating from overcrowded shophouses and squatter huts. The building forms adopted were thus of simplicity and utilitarian built in the shortest time and at the lowest cost. The blocks were straight and simple, with the apartments arranged along a common access corridor to create spaces that encouraged social interaction. This helped the residents to adapt to high-rise living. In the 1970s, the development in Toa Payoh had a different focus. More attention was placed on the design of the flats as the need for privacy, better ventilation and refreshing window views took centre stage.
- 3.33 In 1977, the last block of flats in Toa Payoh New Town was completed. From an initial population of 300, it grew to house 200 000 persons. The New Town was self-contained and had a town centre acting as a focal point for catering the shopping and entertainment needs of the residents. Radiating from the town centre were small neighbourhoods, each having its own neighbourhood centre with markets and essential services such as medical clinics. To provide residents with job opportunities near their homes, light industry workshops were built.
- 3.34 Following the introduction of the ERS in 1995, a renewal strategy was set for Toa Payoh. Under the ERS, the town centre was modernized, new housing blocks built, old precincts upgraded, some old blocks selected for the SERS, additional communities provided, and road network improved. Today, Toa Payoh has a full range of educational, religious and recreational facilities. It has a community library, and a sports centre with swimming pool, sports hall and running tracks. Schools are also found in each neighbourhood. It is only 6 km from downtown Singapore; and with its extensive network of roads, expressways, public transport systems, such as the Mass Rapid Transit (MRT) stations and bus interchange, Toa Payoh is also well connected to the far corners of Singapore.

3.35 In 2002, Toa Payoh has a new landmark - the new HDB Headquarters. Being located at the town centre, the new Headquarters brings the HDB closer to the Singaporean population who live in HDB flats.

Heritage preservation

- 3.36 The UR Authority's active involvement in conservation started as early as the 1970s with the rehabilitation of some state-owned properties for adaptive reuse. In 1989, it drew up a Conservation Plan mapping out the criteria and methods for conservation, so that areas and buildings can be sensitively restored whilst still retaining the spirit and ambience of historic places and buildings. To-date, it has gazetted over 5 600 pre-war buildings for conservation. Some two-thirds of them have been restored.
- 3.37 The UR Authority's role in conservation encompasses five areas, as follows:
 - (a) To identify and recommend buildings of historical, architectural and cultural merits for conservation;
 - (b) To encourage the private sector to participate in conservation programmes;
 - (c) To provide the legal framework for conservation as well as documents/materials to guide owners and professionals in their conservation works;
 - (d) To seek the views of professionals and owners of conservation buildings before deciding on policies and guidelines; and
 - (e) To create a better understanding of conservation and shares with professionals and owners of conservation buildings the appropriate restoration methods so as to achieve quality restoration.
- 3.38 The UR Authority is now identifying more buildings for conservation. These include post-war buildings which are of significant historical and architectural merits. In this connection, the Conservation Advisory Panel (CAP) has been set up in June 2002 to give inputs to built heritage proposals put up by the UR Authority, as well as propose buildings for the UR Authority to study for possible conservation. The CAP also promotes greater public education and understanding of the gazetted built heritage. With 15 members who are professionals from the building industry, arts and heritage, education and journalism, and the Government, CAP enables the UR Authority to reach out to more people to disseminate and gather views.
- 3.39 In line with the effort to encourage quality restoration, the UR Authority has launched the annual Architectural Heritage Awards since 1995 to recognize owners, professionals and contractors who have gone beyond the basic essentials to restore monuments and conservation buildings to their former glory for today's use. The Awards are open to all monuments and conservation buildings in Singapore.

Conservation principle

3.40 In Singapore, the fundamental principle of conservation is "maximum Retention, sensitive Restoration and careful Repair" - the "3R"s. This principle has been applied in different degrees to the different groups of conservation areas taking into consideration the historical significance, the context of the surrounding developments as well as the long-term planning intention for each of the areas.

Conservation areas

- 3.41 Most of the historic buildings in Singapore are found in the Central Area, in particular, Chinatown and Boat Quay. The delegation was given a guided tour of the Kreta Ayer and Bukit Pasoh Conservation Areas (Chinatown), Boat Quay Conservation Area (Photo 3.3) and Fullerton Building Conservation Area.
- 3.42 Being the largest of Singapore's historic areas, Chinatown developed over a century in four phases: Telok Ayer in the 1820s, Kreta Ayer in the 1830s, Bukit Pasoh in the early 1900s and Tanjong Pagar in the 1920s. Under a plan of the UR Authority to conserve Chinatown, these four places were given conservation status in 1989 and buildings of architectural and historical significance were retained and restored. In respect of the Kreta Ayer and Bukit Pasoh Conservation Areas, they contain two and three-storey shophouses mainly of the Transitional, Late and Art Deco Styles. Shophouses, an important building type in Singapore's architectural heritage, are narrow small terraced houses for business and living. Constructed between 1840 and 1960, these humble buildings are two to three-storey high, built in contiguous blocks with common party walls. The ground floor was used as shop space while the owners lived on the upper levels. While shophouses are conserved, commercial and/or residential uses are allowed for in these buildings. Most of the conserved shophouses are now used as shops, coffee houses and eating places.
- 3.43 The Boat Quay Conservation Area was also given conservation status in 1989. It was traditionally the centre of trading activities along the Singapore River. Its two and three-storey shophouses mainly of the Early, Transitional and Art Deco Styles which line the River are also conserved.
- 3.44 Located in the Downtown Core, the Fullerton Building sits on the historic promontory between the Singapore River and Marina Bay and at the edge of Raffles Place, the dynamic hub of Singapore's financial community. Built originally as a fortress and subsequently became the home of the General Post Office and Government offices, the Fullerton Building was given conservation status in 1996. It was redeveloped as a hotel in 2001.



Chapter 4

Berlin — Town Planning, Urban Renewal and Heritage Preservation



Photo 4.1 The delegation was briefed by Mr Hilmar von Lojewski, Head of the Department for Urban Planning and Renewal, Senate Department for Urban Development on the urban development in Berlin.



Photo 4.2 Residential development at Rummelsburg Bay



Photo 4.3 Refurbished residential block (with addition of balconies) at Prenzlauer Berg



Photo 4.4 Reichstag Building

Background

- 4.1 Berlin, the capital and largest city of Germany, has an area of 891 sq km and a population of 3.4 million. Water, woods and meadows cover two-thirds of its area.
- 4.2 The new Berlin came into being on 9 November 1989, the day the Berlin Wall came down. Plans were soon drawn up for the development of a new city centre, the union of the East and West, the reintegration of transport systems and the moving of the capital, the Parliament and Government offices to Berlin. A combination of urban planning and renewal efforts has marked a new era for the city. In 1999, the capital was officially moved from Bonn to Berlin. In the recent two years, Berlin is turning its attention to new projects which can equip the city for its tasks as a business and traffic metropolis and preserve its many cultural monuments. The focus is on the development of the areas on the banks of the River Spree and the upgrading of the traffic infrastructure.

Planning authorities and principle

- 4.3 The Senate Department for Urban Development (SDUD) is responsible for preparing Urban Development Plans (UDPs), Zoning Plan (ZP) and Landscape Programme (LP). The UDPs cover all general aspects of urban planning for the city of Berlin as a whole. They describe the necessary and projected planning measures, and if appropriate, priorities for their implementation. They are developed for uses such as housing, trade, communal needs, infrastructure, traffic, or open spaces, as well as for special aspects such as the cityscape. The ZP specifies in broad outlines the planned types of land use on the basis of UDPs. Alongside the ZP, a LP is also drawn up to set out the goals of nature conservation and landscape management as well as the relevant landscape planning measures.
- 4.4 The delegation met with the Head of the Department for Urban Planning and Renewal, and other representatives of SDUD and was briefed on the urban development in Berlin (Photo 4.1). The delegation notes that the aim of urban development in Berlin is to revive the innercity as an attractive place to live. This means reducing traffic and pollution, and enabling growth without demolishing existing structures.

Urban Development Plans

- 4.5 The UDP Housing approved in 1999 sets out the directives for housing development in Berlin up to 2010. It recognizes that the construction of new apartments and the redevelopment of existing housing blocks are important elements of a sustainable urban development policy. With the size of private households becoming smaller and the redevelopment of old housing blocks, it is estimated that 120 000 new apartments are needed to be built up to 2010.
- 4.6 The UDP Commerce and Industry approved in 1999 sets out the directives for commerce and industry development in Berlin. The directives are formed from the guiding principles of the land use plan as well as from the forecasts for future spatial demands. To strengthen the economy of Berlin, it is considered essential to ensure the provision of sufficient commercial and industrial areas. The reuse and better use of the existing

commercial and industrial areas take priority over the development of new areas.

- 4.7 The UDP Centres and Retail Part I approved in 1999 sets out the objectives and guidelines for the development of the town centre and retail locations in Berlin. The most important guidelines include the development of suitable measures to increase the attractiveness and the appearance of the town centres, qualification of the town centres through the setting up of specialized stores, and large-scale retail developments within the planning and building permission.
- 4.8 It is a legal requirement that the public should be invited to make proposals during the process of formulating the UDPs. The interested parties, such as the Chamber of Commerce and Chamber of Craftsmen, are also invited to make comments.

Planning for waterfront areas

- 4.9 Berlin is a waterfront city. It has six rivers, 50 large lakes and more than 100 smaller lakes and ponds, two major canals within the city boundary, about 35 islands, and 31 summer bathing beaches. The city started out as a tiny fishing village on an island and waterways have played an important part in its growth and prosperity. Its waterfront sites have always been the preferred locations for living and working. Since the reunification in 1990, it has been possible to develop large areas of waterfront property that formerly had been on the border, and the industrial areas that had gone to wasteland, for urban planning.
- 4.10 One of the most up-market new waterfront projects in Berlin is "Rummelsburg Bay" which is just 5 km from the city centre. In 1994, Berlin's Senate voted to develop this former industrial area by the Rummelsburg Lake into a prime address on the waterfront. The aim of the development project funded both by the Government and private investment is to provide by 2010, 5 500 housing units and approximately 406 000 sq metres of gross floor space for services, trade and industry. About one-third of this measure is presently under construction or has already been completed. Around 4 000 people now live on Rummelsburg Bay.
- 4.11 The delegation was briefed on the development of Rummelsburg Bay (Photo 4.2) and given a guided tour of the project area. The delegation noted that for many years it was not possible to take a walk along the water because the way was blocked by walls and fences. As a location of border guards, of Rummelsburg Prison and of industry, the shore was inaccessible in the days of East Germany. Hence, one of the first tasks of the development agency was to provide the inhabitants with access to the shoreline and turn the area into an attractive waterfront location. Today, there is a five-km shoreline path along Rummelsburg Bay. Green shoreline left in its natural state alternates with quay walls and landing places for boats. The construction of streets, townhouses, residential units, playgrounds and shoreline paths has also made great progress.
- 4.12 In planning for the development of Rummelsburg Bay, the development agency has made every effort to preserve the old industrial buildings. In cooperation with architects and monument conservationists from the beginning of the planning process, special emphasis was placed on the preservation of valuable structures and the identification of new uses, i.e. to bring new life into old walls. For example, a mixture of commercial and residential use will

be created for the listed building of the former Engelhardt Brewery while the old tower is to remain as a landmark. It is expected that around 550 housing units will be built. On the other hand, the remaining large workshop building of the Stralau glassworks which began bottle production in 1891 was provisionally repaired for use as an exhibition building for the EXPO 2000 after bottle production ended in 1996. Since 2002, the building has been used for special events, such as an art room for photographic exhibitions.

Upgrading the transport infrastructure

4.13 The Second World War and the division of Germany have largely destroyed Berlin's long distance railway network which was once renowned throughout Europe. To tie in with the city's development into a European business metropolis in the next few years, a new central railway station is being constructed to cope with the increasing volume of passengers. The new station, being on the largest railway building site in Europe, will create a north-south connection straight through the city and handle 240 000 passengers everyday upon completion in 2004. It will link the European railway network with the city railway and underground lines. The environs of the station will be upgraded into an urban district with mixed use.

Urban renewal projects

4.14 A number of large-scale urban renewal projects have been/will be carried out in Berlin for the reconstruction of the city following the fall of the Wall. The delegation toured some of the project sites.

Potsdamer Platz

- 4.15 Historically the focal point of Berlin with luxurious hotels and restaurants and renowned as Europe's busiest city square, Potsdamer Platz was flattened during the Second World War. It was later divided into two by the Berlin Wall and left to decay as wasteland.
- After the fall of the Berlin Wall, the project of turning Potsdamer Platz into a new metropolitan centre marked the beginning of the process of urban renewal in Berlin. It attracted international attention, as none of the densely built-up capitals and large cities of Europe and America offered this unique opportunity of completely redeveloping such a large and vacant area (480 000 sq metres) which was centrally located. The principal challenge was to develop a mixture of use of shopping and leisure, culture and business, residential accommodation and office space in order to allow the site to develop into a metropolitan centre with round-the-clock vitality. Finally, dense, medium-height development was proposed for the site to keep with the style of a European city, i.e. with buildings approximately 35 metres high, streets, alleys and squares. The major part of the revitalized Potsdamer Platz was opened in 1998. It now accommodates offices, hotels, cinemas, musical theatres, shopping malls and exclusive flats: a city within a city.

Alexanderplatz

4.17 Situated at the former centre of East Berlin, Alexanderplatz was once a cattle market which was developed into a traffic and business centre, and a large public square. At one end of the square is the landmark of Berlin, the Television Tower built in 1969. The Tower, 365 metres in height, offers complete panoramic views of the city. In 1998, a redevelopment scheme for Alexanderplatz was proposed. To introduce a new quality and to create space for offices and services, a compact high-rise complex is being constructed in the area up to 2013. Seven high-rise buildings will first be built. This redevelopment scheme will lead to the extensive conversion of the City East into a modern office location. There are also plans for dwellings, retail outlets and leisure amenities. In the course of the conversion work, the public areas on Alexanderplatz and the surrounding streets will also be given a facelift. With the completion of the high-rise buildings, it is intended to be a counterpart to Potsdamer Platz in terms of urban vitality and dynamism.

Prenzlauer Berg

4.18 Prenzlauer Berg is a working-class district within walking distance of the city centre, keeping its unique metropolitan character from the 1920s. Five-storey tenement buildings (Photo 4.3) with inner yards and a mixture of housing and small businesses were typical for Prenzlauer Berg, which was not as badly affected by the bombing and fighting in the Second World War as other parts of the city. Following the reunification, the cheap rents attracted waves of young people to the district. In the beginning of the 1990s, five redevelopment areas were defined in Prenzlauer Berg: Helmholtzplatz, Kollwitzplatz, Teutoburger Platz, Winsstrasse, and Bötzowstrasse. This represents the largest combined redevelopment in Europe. The aim of the redevelopment is to preserve and enhance the lively character of the areas, and at the same time improve the living and working conditions. The project emphasized neighbourhood participation. Owners, tenants, businesses in the areas articulated their interests in the development process by joining the redevelopment committee.

4.19 Today, the old houses in Prenzlauer Berg look as good from the outside as they do inside. Although not many new tower blocks have been built, it has the highest population density of all the former eastern districts in Berlin. It has various decorative piazzas, parks and playgrounds, all forms of schools, and a wide variety of shopping outlets, bars and restaurants. It has also established its reputation as a trend-setter district with an avant-garde artistic community, offering a pulsating night-life and a good portion of social-romanticism.

Reichstag

Built between 1884 and 1894, the Reichstag was designed to house the Parliament of Germany. However, the original plenary hall was completely destroyed in 1933 by fire and the original dome was demolished in 1954. Refurbishment works took place in the 1960s, but the refurbished building was not used for parliamentary functions. After the reunification, however, the German Parliament voted to use the Reichstag again as the seat of the Parliament. Having undergone extensive reconstruction work from 1995 to 1999, the building is now one of Berlin's most popular tourist attractions (Photo 4.4). The glass dome provides an opportunity for the public to view the city and also the parliamentary chamber right below. It symbolizes a Parliament that keeps no secrets from its people. Moreover, the dome's sophisticated lighting system directs light into the chamber during the day using mirrors; at night, artificial light is directed out of the chamber. During the reconstruction, great value was attached to the installation of an ecologically friendly air-conditioning system fuelled by rape-seed oil.

Heritage preservation

4.21 Although Berlin has undergone changes and suffered large-scale destruction in the past decades, much has been preserved, restored and expanded. The bulk of Berlin's monuments originate from the 19th and 20th centuries. The processes of industrialization and urbanization in the last two hundred years, along with Berlin's development from the Prussian residence to the capital of the German Empire and ultimately, to the seat of the Parliament and Government, have left the most traces. The Berlin Regional Monument Authority (BRMA), which was reorganized in 1995, has recorded and preserved the historic building fabric throughout its 200-year-old existence. It has to ensure that any interventions made to the building fabric of historic monuments are limited to an acceptable minimum and, above all, to prevent demolition in the interest of the general public. There are around 8 000 listed historic monuments in Berlin.

Cultural historic monuments

4.22 The United Nations Educational, Scientific and Cultural Organization declared in 1990 and 1999 two famous Berlin historic ensembles as world heritage sites: the Prussian palaces and gardens in Berlin and Potsdam, and the Berlin Museumsinsel (Museum Island). The Berlin and Potsdam world heritage site consists of harmonious ensembles formed by palaces and gardens built over hundreds of years under Prussian Kings. As regards the Berlin Museumsinsel, it has an architectural ensemble of five individual, harmoniously constructed museums of archaeological collections and art from the 19th century. In view of the devastating effects of the war and the need to cope with the increased volume of visitors

and the requirements of modern exhibition presentation, the island is to be extensively redeveloped in the next few years. The individual buildings are to be connected by a subterranean promenade which will be used for a general tour. A new entrance building is being erected parallel to the back of one of the museums.

- 4.23 Apart from the two world heritage sites, Berlin's protected cultural heritage includes individual buildings and structures from all epochs, such as the Brandenburg Gate and the Olympic Stadium. Situated at the main entrance to the city, the Brandenburg Gate is the landmark of Berlin. It was the grandest among a series of city gates built in Berlin at the end of the 18th century but is the only gate survived. The restoration of the Brandenburg Gate is the latest example of historic conservation in Berlin. It took almost two years to restore the Gate, using elaborate conservation measures and modern laser technology: 56 000 working hours were spent by stone masons replacing thousands of stone blocks, renewing joints and removing around 100 000 bullet holes from the Second World War.
- 4.24 The Olympic Stadium, which was officially opened at the Olympic games in 1936, is being refurbished in line with the listed building preservation provisions and at the same time, adapted to the requirements of a modern events arena. The Regional Monument Office, representatives of the track and field athletes, the relevant architects and construction companies have provided their input in the conversion plan. The emphasis is to preserve as much of the original substance as possible. Once the redevelopment work has been completed, the arena will hold 76 000 spectators. A new reinforced concrete roof, with a transparent membrane, is in striking contrast to the rigid tectonics of the historical stadium building. Two additional rows for spectators will be created by lowering the playing field by 2.65 metres. The Stadium will present its new, modern look for the final of the Soccer World Cup 2006.

Industrial historic monuments

4.25 Despite the destruction caused by the war and the demolition that took place during the course of reconstruction, there are still a considerable number of industrial monuments in Berlin. Large enterprises which turned Berlin into an industrial centre built their own districts, with their own factories, housing estates, infrastructure, parks and green spaces. Many of these areas have been preserved. For example, about half of the buildings in Berlin used by SIEMENS are listed as historic monuments. The works built between 1900 and 1960 are used by the company's manufacturing and development departments. Renovation and restoration are carried out in co-ordination with BRMA.



Chapter 5

London — Town Planning, Urban Renewal and Heritage Preservation



Photo 5.1 The delegation was briefed by Mr David Dash, Principal Planner of the Greater London Authority on the draft London Plan



Photo 5.2 The delegation was briefed by Ms Ruth Duston, Head of Programmes, Paddington Regeneration Partnership, on the regeneration programmes in Paddington, London



Photo 5.3 Covent Garden



Photo 5.4 Durbar Court, Foreign & Commonwealth Office Building

Background

- 5.1 London, the capital of the United Kingdom (UK), has an area of 1 578 sq km. It has an attractive network of open and water spaces. Its streets, buildings, squares, parks and rivers are the product of two millennia of incremental growth and renewal.
- Over the past twenty years, London has experienced substantial changes in the social and economic aspects. London's population has been growing rapidly since the mid-1980s. Projections show that it could grow from the present 7.4 million to 8.1 million by 2016, largely as a result of natural growth (the excess of births over deaths) and net inward migration. Natural growth plays an important role in producing a younger population. Migration into and out of London leads to significant growth in black and minority ethnic communities alongside little growth in the white population. This trend will magnify London's ethnic diversity. On the other hand, with a GDP of £120 billion, London is the richest city in Europe. However, it has acute disparities of wealth and opportunity, and over 40% of its children and young people live in households below the official poverty line.
- 5.3 To cope with changes and cater for future growth, long-term urban planning and regeneration policies for the sustainable development of London are needed. In formulating such policies and plans, the preservation of London's built heritage is a prime factor of consideration.

Relevant authorities

- Established by the Greater London Authority (GLA) Act 1999, GLA is a unique form of strategic citywide government for London. It is made up of a directly elected Mayor the Mayor of London, and a separately elected Assembly the London Assembly. Both of them assumed their responsibilities in July 2000.
- The Mayor has taken over responsibility for strategic planning for London from the Secretary of State. He sets out plans and policies for London covering transport, buildings and land use, economic development and regeneration, culture, and environmental issues including waste disposal and air quality. These plans and policies must contribute to the sustainable development of London and the health of Londoners. In particular, the Mayor is required to produce a Spatial Development Strategy (known as the London Plan) for London. The London Plan will be a wide-ranging strategic plan for London's development that puts planning issues into context with other areas of responsibility of the Mayor. It will set the guidelines for how London should grow and change, and it is crucial to the integrated development of the capital. It must also take into account European, national and regional planning policies. The Secretary of State has the power to amend the London Plan to protect national or broader regional interests.
- 5.6 The London Assembly's role is to provide a check and balance on the Mayor by scrutinizing his performance and making proposals to him. It reviews the Mayor's draft strategies and gives its view on them in meetings that are open to the public.
- 5.7 London's 32 boroughs are responsible for preparing the Unitary Development Plans for their own areas, but must ensure that they conform broadly with the Mayor's London Plan. The Mayor reviews the boroughs' Unitary Development Plans during the public

consultation process. His response is reported to the London Assembly's Planning Committee and once the Committee's comments have been taken into consideration, the response is sent to the boroughs.

5.8 The boroughs are also responsible for dealing with all planning applications in their own areas, but the Mayor must be consulted on the planning applications that are considered of potential strategic importance. The Mayor can comment on and support these applications or, if he considers it necessary on strategic planning grounds, he can direct the borough concerned to refuse a planning application. However, he does not have the power to direct approval of applications. If the Mayor issues a direction to refuse an application, he must set out his reasons and the borough concerned will inform the applicant of the reasons. Applicants have the right to appeal against refusals to the Secretary of State.

London Plan

- 5.9 The delegation visited GLA and was briefed on the draft London Plan (Photo 5.1), which is the most importance piece of work of GLA since its establishment in 2000.
- 5.10 The Mayor is producing the strategic London Plan in three stages. In Stage One, a document entitled "Towards the London Plan" was published in May 2001. It set out for consultation a vision for London and the broad policy directions, which would guide the preparation of the draft London Plan. While it is a legal requirement for these initial policy directions to be considered by the London Assembly, the Mayor has broadened the consultation process to engage Londoners, the boroughs, stakeholders and others with an interest in the strategic planning process as early as possible. The results of the consultation, and the Mayor's response to it, were set out in a report entitled "Responses to Towards the London Plan". Out of about 1 000 responses, 86% supported the main direction of the document, particularly the Mayor's vision for London to become a sustainable world city and to accommodate population and economic growth. Issues and concerns raised were addressed in the draft London Plan.
- 5.11 The publication of the draft London Plan in June 2002 marked the beginning of Stage Two. The draft plan was subject to a statutory three-month consultation period. The responses to the consultation and the Mayor's views on the responses will be considered by a panel appointed by the Government. As a legal requirement, the panel will hold an Examination in Public on the draft London Plan (scheduled for March and April 2003) to examine its robustness, effectiveness and consistency with other strategies and Government policies. It will then decide which issues to investigate and from whom it wishes to hear. At the end of its investigation, it reports back to the Mayor.
- 5.12 In Stage Three, the Mayor will finalize the London Plan after taking account of the report of the panel, and any direction by the Secretary of State. It is expected that the final plan will be published in late 2003.

Objectives and policy directions

5.13 The draft London Plan provides an integrated land use, social, economic and

environmental framework for the future development of London up to 2020^(Note 5.1), with the themes of growth, equity and sustainable development. It envisages a dynamic and economically vibrant London, where growth yields benefits for all. In the draft London Plan, the Mayor sets out the need to accommodate London's projected population and economic growth without encroaching further on open space. To meet this challenge, it is necessary to make better use of available land and buildings, reuse brownfield sites, build at higher densities, and link intensive development to new and improved public transport.

- 5.14 The six objectives of the draft London Plan are as follows:
 - (a) Making the most sustainable and efficient use of space in London; encouraging intensification and growth in areas of need and opportunity;
 - (b) Making London a better city for people to live in;
 - (c) Making London a more prosperous city with strong and diverse economic growth;
 - (d) Promoting social inclusion and tackling deprivation and discrimination;
 - (e) Improving London's transport; and
 - (f) Making London a more attractive, well-designed and green city.
- 5.15 The Mayor has set out policy directions to achieve these objectives. On London's future spatial development, the main spatial priorities are: intensified development in the Central Activities Zone^(Note 5.2) and Opportunity Areas^(Note 5.3) to accommodate substantial growth; major development in East London along the Thames Gateway with an expansion of economic activities into the City fringe, Isle of Dogs and Stratford; enhancement and diversification of the roles of town centres in many places across London; significant improvements in access, services and sustainability in suburban areas; regeneration in defined areas, integration of spatial policies with policies for neighbourhood renewal, better health, improved learning and skills, greater safety and better employment and housing; and appropriate intensification and mix of uses.
- 5.16 On housing, in line with the concept of developing a sustainable and compact city, future residential development in London needs to maximize the use of scarce land, to

(Note 5.1)

While 2020 is taken as the formal end date of the London Plan, many of the targets and statistics of the Plan relate to earlier dates (especially 2016) because information is more readily available and/or reliable for those dates.

(Note 5.2)

The Central and East sub-regions of London are known as the "Central Activities Zone".

(Note 5.3)

Opportunities Areas have been identified on the basis that they are capable of accommodating substantial new homes or jobs and their potential should be maximized. Typically, they can accommodate at least 2 500 households or 5 000 jobs or a mix of the two, and have appropriate provision for other uses such as shops, leisure facilities and schools. These areas include brownfield sites with capacity for new development and places with potential for significant increases in density. Many of the Opportunities Areas are located in the East along the Thames Gateway.

conserve energy, and to be within easy reach of jobs, schools, shops and public transport. The draft London Plan aims to increase the supply of housing especially by encouraging higher density development, and to provide more affordable housing. To meet the population growth of 700 000 by 2016, it is estimated that at least 23 000 additional dwellings have to be provided each year. This challenging annual target will be reviewed in 2006. Development to meet this need will focus on major Opportunity Areas near transport interchanges, in town centres and along the Thames Gateway; redevelopment of low density commercial sites to secure mixed use development including residential development; change of use of redundant industrial land to residential; and small-scale residential redevelopment in town centres or suburban heartlands. Moreover, the Mayor aims to increase the proportion of affordable housing to 50% of new dwellings.

- As regards economic development, it is estimated that 636 000 new jobs will be created in London up to 2016. Given the dominance of the office-based business sector in this employment projection, the availability of suitable office accommodation is a critical issue. This will bring about a massive increase in modern office space and premises. It is estimated that between 7 to 9.2 million sq metres more office floorspace would be required by 2016. Economic development and employment will be steered towards Central London, town centres, East London and the Thames Gateway.
- 5.18 On transport, the Mayor aims to improve public transport capacity and accessibility in areas of greatest demand and areas designated for development and regeneration, including the Central Activities Zone and the Thames Gateway. Moreover, boroughs will be required to consider proposals for development in terms of existing transport capacity. Where existing transport capacity is not sufficient to cope with demand arising from the proposed developments and no firm plans are in place for increase in capacity, boroughs should ensure that the development proposals are appropriately phased until it is known that the requirements could be met.
- 5.19 On the environmental aspects, the Mayor seeks to improve air quality by improving the integration of land use and transport policy, reducing the need to travel by car, promoting sustainable design and construction, etc. He also seeks to protect and promote London's open spaces including parks, playing fields, woodland and other natural habitats. He will resist development in the Green Belt.
- 5.20 Within the aforesaid policy directions, the Mayor will develop planning frameworks for each of the five sub-regions of London in collaboration with boroughs and other stakeholders. Among the five sub-regions, the East sub-region is the Mayor's priority area for development, regeneration and infrastructure improvement.

Development in East London and Thames Gateway

5.21 The East sub-region is the largest of the five sub-regions of London, covering 10 boroughs on both sides of the Thames and is home to 2 million people. A major part of the Thames Gateway is contained in the East sub-region. Under the draft London Plan, the sub-region is expected to accommodate a minimum of 142 000 additional dwellings (30% of the London total) and 250 000 jobs (nearly 40% of the London total) up to 2016. Much of the forecast growth in jobs will be accommodated in the Opportunity Areas close to the city such as the Isle of Dogs.

- In the Isle of Dogs, Canary Wharf is already known globally as a prime focus for banking headquarters, as well as for financial and business services. The planning framework for the area should consolidate and expand this role. There is likely to be development capacity for over 200 000 workers on the Isle of Dogs. The planning framework for this Opportunity Area should aim to accommodate at least 150 000 jobs by 2016. This requires not just partnership working to bring forward adequate land but also a significant enhancement to transport capacity. The planning framework should also coordinate provision of at least 3 500 additional dwellings, increasing the population in the area by around 9 000. This would help meet London's strategic housing need and support a wider mix of services for both residents, workers and nearby communities.
- 5.23 For the Thames Gateway, it is a national and regional priority area for regeneration. The strategic planning for the area as a whole is being led by the Thames Gateway Strategic Partnership (TGSP), including the central Government, the Mayor, local authorities in East London, Kent and Essex and the regional development agencies. One of the objectives of TGSP is to co-ordinate development policies, priorities and progress across the boundary into north Kent (where much of the growth forecast for the Thames Gateway as a whole is likely to be located) and south Essex. The Mayor will work closely with TGSP, and the Thames Gateway London Partnership (TGLP) which represents the boroughs in the sub-region, to develop a coherent planning framework for the area.

Development in Central London

- 5.24 Central London is an extraordinarily diverse, dynamic and innovative sub-region. The draft London Plan builds on and enhances these qualities whilst being sensitive to the unique environment and the needs of Central London's many residents. It recognizes that Central London is home to many of London's world city activities including international business and finance, culture and tourism, and that demand for these activities will continue to grow. The sub-region could have 140 000 new dwellings and 216 000 new jobs by 2016.
- 5.25 Central London is the focus for London's transport network and at the hub of the national rail network. Improved public transport capacity is fundamental to accommodating growth within the sub-region. The Mayor's Transport Strategy sets out proposals for major improvements to the existing Underground, rail and bus networks across the sub-region. Four major new schemes are proposed, which could provide additional capacity and accessibility to, from and within the sub-region.
- Six areas in Central London are identified as Opportunity Areas, including London Bridge and Paddington. For the area around London Bridge, intensification is the greatest source of development capacity across a number of relatively small sites. The riverside between the London Bridge station and Tower Bridge could accommodate a significant increase in office stock. Redevelopment and intensification of the London Bridge station and its environs are proposed together with improved public transport facilities. The development framework should protect the needs of the local residents and draw visitors eastwards along the riverside. As regards Paddington, it is an area generally suitable for tall buildings. Existing developments have already begun to respond to the site's scope for high density, good quality, business and housing development.

Planning for Blue Ribbon Network

- 5.27 Water and water spaces are valuable assets that are essential to ensuring that London is an exemplary sustainable city. The Mayor has prepared a strategy for the Blue Ribbon Network. This Network includes the River Thames, the canal network, other tributaries, rivers and streams within London, and London's open water spaces such as docks, reservoirs and lakes.
- 5.28 The uses of the Blue Ribbon Network and land alongside it should be prioritized in favour of those uses that specifically require a waterside location. These uses include water transport for both passengers and freight, marine support industry, water based tourism and leisure activities. For sites that are not suitable or not needed for these priority uses, the Blue Ribbon Network can offer an attractive location for a range of developments. These developments should capitalise on the water as an asset to improve the quality of life for Londoners as a whole. All developments on or adjacent to the Blue Ribbon Network must respect the water location through high quality design which particularly:
 - (a) protects and enhances biodiversity;
 - (b) respects waterway heritage;
 - (c) enhances opportunities for views across and along waterways;
 - (d) ensures appropriate access to the water and opportunities to enjoy the water; and
 - (e) provides for suitable flood defences.
- 5.29 On heritage, many of London's historically important buildings and places are located along the banks of the River Thames and London's waterways. Moreover, numerous conservation areas and listed buildings are adjacent to waterways. The Mayor and boroughs will give careful consideration to the relationship between new development and the historic environment, including listed buildings and archaeological areas.
- 5.30 The River Thames offers some of the best opportunities for views of the city, individual landmarks and bridges. It makes an important contribution to London's image as a world city. The Mayor's proposal for a new views framework recognizes the special value of views from and across the River Thames, and identifies prospects and landmarks within them. View management of River Prospects will be controlled through management plans produced by the Mayor, as supplementary guidance to the London Plan. These will be drawn up in consultation with boroughs, English Heritage and other relevant organizations, and will be subject to public consultation.
- 5.31 The Blue Ribbon Network provides many different opportunities for enjoyment. A popular activity is a stroll alongside a river or canal. It is therefore important to protect and improve existing points of access to the Network and provide new ones. Improved and new access points should be designed to a high safety specification, and easily accessible. This will include access modifications for those with limited mobility, providing lifesaving equipment and easily understandable warning signs.

Planning in partnership

- 5.32 The Mayor will work with stakeholders and existing partnerships and where appropriate, initiate new partnerships, to secure the implementation of the policies in the London Plan. The principal stakeholders are the London boroughs, central government and public sector agencies such as the Housing Corporation, the private sector, the voluntary and community sectors, and individual Londoners. Existing partnerships include the Transport for London, the London Development Agency (LDA), the Metropolitan Police Authority and the London Fire and Emergency Planning Authority.
- 5.33 Londoners comprise the largest and the most important group of stakeholders. The Mayor will work with boroughs and local communities to promote effective means of public participation in the planning process.

Urban regeneration authorities

- Urban regeneration policy in UK promotes economic development and social cohesion in deprived urban areas and among socially excluded groups, through integrated local regeneration schemes co-ordinated at regional level. The Department of the Environment, Transport and the Regions (DETR) is the leading Government department for urban regeneration issues in UK, developing policy for domestic and European regeneration programmes. The English Partnerships is the Government's regeneration agency. It owns and manages property at over 360 locations, and is often a partner in regeneration schemes, providing project management and arranging development loans.
- 5.35 In London, the Mayor is committed to promote sustainable regeneration and urban renewal. In this connection, GLA promotes regeneration programmes which target the most disadvantaged areas to address social inclusion. The LDA also works to achieve urban renaissance in London and promotes renewal amongst all London's boroughs.

Urban regeneration programmes

London Docklands

- 5.36 London Docklands is a huge area stretching 8 miles from London Bridge to Beckton, covering over 2 000 hectares. The Docks, which were at their peak in the 1930s, declined through the 1960s, and had been closed or on the brink of closure by the end of the 1970s. The Docklands Joint Committee was established by the Secretary of State for the Environment in 1974 to prepare a strategic plan for the redevelopment of the Docklands area and to co-ordinate the implementation of the plan. In April 1976, a draft plan was published by the Joint Committee for two-month public consultation. The plan was subsequently adopted by the Joint Committee and published as the London Docklands Strategic Plan in July 1976. However, inadequate funding and problems of land assembly hindered an early and speedy implementation of the Strategic Plan. The concept of establishing a development corporation to effect change in the Docklands then emerged.
- 5.37 In July 1981, the London Docklands Development Corporation (LDDC) was established under the Local Government Planning and Land Act 1980 to act as the managing body of the Docklands Urban Development Area. Its task was to secure regeneration by bringing land and buildings into effective use, encouraging industrial and commercial

development, creating an attractive environment, and ensuring that housing and social facilities were made available to encourage people to live and work in the area. To enable LDDC to carry out its tasks, the Government provided it with financial resources in the sum between £60 to £70 million per year initially; land acquisition powers, with the ability to acquire land quickly from public sector authorities; powers as a single development control Planning Authority (in place of the three boroughs concerned), enabling LDDC to provide a "one stop service" for investors and developers seeking advice and planning permission; and powers for marketing and promoting the Docklands area.

5.38 The strategy for the redevelopment of London Docklands comprised a number of key priorities, as follows:

(a) <u>Transport network</u>

The LDDC's first priority was to improve the public transport network of Docklands to enhance its accessibility from the rest of London. Bus routes connecting the areas with the Underground and mainline stations were introduced, followed by the opening of the Docklands Light Railway and London City Airport in 1987, the Docklands Highways in 1993 and the Jubilee Line Extension in 1999.

(b) Enterprise Zone

Enterprise Zone was designated to draw investment into Docklands. For the Isle of Dogs Enterprise Zone designated in April 1982, there were no formal planning controls. Moreover, property taxes were paid by the Government and capital investments could be written off against a company's tax liability. While there were no formal planning controls, development briefs and design guidelines were prepared to encourage and direct investment.

(c) <u>Industry and employment</u>

The LDDC was keen that existing firms should not be forced out and that it was important to keep as many jobs in the area as possible. It encouraged and supported industrial relocation into the area, notably newspaper printing and communications, to diversify the area's economy. Commercial developments in the area also brought about job opportunities.

(d) Housing

With the encouragement of the Government and LDDC, house builders commenced building houses for sale in Beckton in mid-1981. The success of the programme led to housing development in other districts in the area, such as the Isle of Dogs. The house builders had to give priority to local residents and ensure that initially 40% of new housing was affordable to people on average wages.

(e) Community development

The LDDC has given priority to community development with an emphasis on education and training. New schools, colleges, shopping centres and health centres have been built. Water sports and recreation centres have been developed. More than 150 000 trees have been planted as part of LDDC's continuing programme of landscape works.

(f) Water and waterside

While earlier plans for the redevelopment of Docklands included in-filling to create more land for development, LDDC considered that waters of the docks were a major asset to be saved, enhanced and promoted. LDDC therefore decided that the waters should be retained as an integral part of the area's regeneration. It was also committed to open up the waterside to the public, so that everyone could enjoy this tremendous asset.

(g) Heritage and conversation

Cherishing the architectural heritage of Docklands, LDDC invited the Government to reappraise the historic buildings of Docklands. This was completed in 1982 and 116 buildings were added to the statutory list of Buildings of Architectural and Historic Interest. Moreover, eight new conservation areas were designated and five existing conservation areas were extended between 1981 and 1991.

- 5.39 To ensure that the regeneration of Docklands reflected the expressed wishes of the local people, LDDC set up local offices during the critical period from 1985 and 1991 when much of the detailed planning and development work were carried out at the local level. The LDDC also agreed with the three boroughs concerned on a code of consultation originally allowing two weeks to comment on planning applications. This was extended to three weeks in 1989. Moreover, public notices in local newspapers, site notices, and letters to nearby residents and businesses were used to publicize planning applications.
- 5.40 Since 1981, the population of London Docklands has increased from 39 400 to more than 80 000 and the number of jobs has increased from 27 200 to more than 72 000. More than 21 600 new dwellings have been built and more than 2.3 million sq metres of new commercial buildings have been completed. The projects within the Urban Development Area have received more than 90 awards for planning and design.
- The delegation was given a guided tour of part of the Docklands, including Canary Wharf. Until the 1970s, Canary Wharf was a cargo warehouse at the centre of West India Dock at the heart of Docklands. Following the closure of the West India Dock in 1980 and the establishment of LDDC in 1981, a master building agreement was signed between LDDC and a private developer in 1987 for the development of 12.2 million sq feet financial centre at Canary Wharf. Canary Wharf is now an impressive hub of global commerce and financial services, home to large international banks and corporations. It comprises 8.6 million sq feet of Grade A office and retail space. There is an additional 5.5 million sq feet under construction and 5.8 million sq feet for future development.

<u>Paddington</u>

Paddington is within easy reach of Hyde Park and lies at the heart of London's most sophisticated transport network. The Heathrow Express service, which operates from the Paddington Station, has reinforced Paddington's role as London's international gateway. Moreover, Paddington is a principal station on London's Underground network. It also lies at one of London's most impressive canal locations. The Paddington Regeneration Partnership was established in October 1998 by landowners, developers, healthcare providers and transport interests in Paddington. It aims to work in partnership with Westminster City

Council and others to establish Paddington Waterside as a premier business and residential district of London, facilitating sustainable economic vitality for the area and ensuring the products of regeneration benefit the surrounding communities.

- 5.43 The delegation was briefed on the major regeneration programmes in Paddington (Photo 5.2) and given a guided tour of the area. The mixed-use development in Paddington covers a total of 8 million sq feet and includes commercial, residential, healthcare, retail and leisure development. It includes a number of programmes: West End Quay, Paddington Basin, PaddingtonCentral, Paddington Station, Paddington Health Campus, etc.
- West End Quay is a landmark scheme of 470 apartments, 346 car parking spaces and 29 000 sq feet of retail and leisure premises, fronting onto the Grand Union Canal. The scheme consists of two nine-storey buildings and one fifteen-storey building, arranged around the Grand Union Canal, creating a new public walkway and a series of attractive piazza. Designed to create a lively and vibrant street scene, the mixed-use scheme includes waterside cafes, restaurants and shops. The scheme is expected to be completed by 2004.
- 5.45 For Paddington Station, Railtrack has launched a major regeneration programme to create a station for the 21st century. Phase One of the programme comprised a £65 million facelift to provide direct check-in and baggage handling facilities for Heathrow Express, an entirely new customer information system and the refurbishment of the concourse area to provide an additional 40 000 sq feet of retail, bar and restaurant facilities. Following the award-winning work undertaken in Phase One, Railtrack is progressing Phase Two of the programme. A central feature of Phase Two is to create a vital link with other major development sites within Paddington Waterside, opening up the north-east side of the station and providing a stunning new canalside concourse. As part of the programme, Railtrack is proposing to develop a major commercial office and retail complex over the station including a landmark building of world-class quality and design. A total of 780 000 sq feet of commercial space will be provided in four buildings.
- The Paddington Health Campus comprises a new leading-edge heart hospital incorporating the Royal Brompton and Harefield Hospitals, and the redevelopment of St Mary's Hospital to provide a wide range of local services and an enhanced specialist paediatric centre serving West London.
- 5.47 The regeneration of Paddington is expected to create 30 000 new jobs. Paddington Regeneration Partnership has established in 1999 a recruitment agency, Paddington First, to ensure that local people benefit from these job opportunities.

Covent Garden

5.48 The delegation also toured Covent Garden (Photo 5.3) which is located at the very heart of London. Covent Garden was once the convent garden of the monks of Westminster Abbey in the middle ages. It was developed as London's first piazza in the 1630s, and then as London's main wholesale produce market in the 1830s. A transformation programme in 1980 turned the Central Market building into the innovative speciality shopping centre it is today, providing a magnificent shell for an array of small shops selling designer clothes, books and decorative items. These are surrounded by bustling market stalls where arts and crafts, such as jewellery and pottery, can be purchased.

There are many remaining historic properties in Covent Garden, some as old as 350 years. Over the years, fires have sadly ravaged some of Covent Garden's buildings. Their replacements often have equivalent charm, and there are also fascinating newer buildings. One such development is the world-famous Royal Opera House, which has twice been reduced to ashes. This building has previously been used as a theatre, a flower market, a furniture warehouse during the First World War and then as a dance hall during the Second World War. It closed for redevelopment in 1996 and reopened in 1999.

Heritage preservation

English Heritage

- 5.50 The delegation visited English Heritage which is a public body with responsibility for all aspects of protecting and promoting the historic environment. Established in 1984 under the National Heritage Act 1983, English Heritage is the UK Government's principal adviser on all matters concerning the conservation of the historic built environment. It works in partnership with the central government departments, local authorities, voluntary bodies and the private sector to conserve and enhance the historic environment, broaden public access to the heritage, and to encourage people to understand and enjoy it. It is also responsible for the management, maintenance and repair of over 400 historic properties including Stonehenge on behalf of the nation. In addition, since its administrative merger with the Royal Commission on the Historical Monuments of England on 1 April 1999, English Heritage is now responsible for compiling and maintaining the National Monuments Record as the national archive and information base of historic buildings and ancient monuments.
- English Heritage advises the Department for Culture, Media and Sport (DCMS) on listing of buildings of special architectural or historic interest. It also advises DCMS and DETR on decisions affecting the historic environment, and advises boroughs on planning applications affecting listed buildings. Buildings are listed in three grades I, II* and II, to reflect their relative architectural and historic interest. Grade I and II* buildings may be eligible for English Heritage grants for urgent major repairs. In UK, all buildings built before 1700 which survive in anything like their original condition are listed, as are most those built between 1700 and 1840. In general, a building has to be over thirty years old to be eligible for listing. Listing currently protects about 500 000 buildings in UK (including 40 000 in London), 90% of which are Grade II.
- In London, English Heritage works closely with GLA and contributes to the development of the Mayor's Spatial Development Strategy. It also works with LDA on economic and social regeneration strategies that maximize the contribution of London's built heritage to the capital's economy. Moreover, it gives advice and guidance on the conservation and enhancement of London housing of all periods, based on recognition of its architectural qualities and potential, with the participation of the occupants. It also encourages innovative approaches to securing the best uses for historic buildings that are compatible with their historic character and fabric. For example, in respect of the Grade II* listed Monsoon Building near Paddington Station, English Heritage worked with the owner and local planning authority to arrive at a scheme which provided modern day office space while preserving the outstanding architectural interest of the building. Apart from these, English Heritage also co-ordinates the development and implementation of Management

Plans for London's three World Heritage Sites: Westminster, Maritime Greenwich and Tower of London.

5.53 In 2001-02, English Heritage received government funding of £110 million and generated £33.3 million from its own activities, such as admissions to its properties, membership fees, retail and catering. In the same year, it spent a total of £65.2 million on conservation, including grants paid for the conservation of buildings and monuments, conservation areas, cathedrals, and archaeological projects, and £54.75 million on the historic properties under its management, and £11.7 million on education and public affairs.

Foreign & Commonwealth Office

5.54 The delegation also visited the Foreign & Commonwealth Office and was given a guided tour of the restored office building at King Charles Street. The building was completed in 1868 as part of the new block of Government offices which included the India Office and later the Colonial and Home Offices. During the 20th century, the growing complexity of international affairs led to severe overcrowding within the buildings. In the 1960s, it was decided that the building should be demolished with completely new offices to be erected on the same site. However, financial constraints and public outcry which led to the offices being classified as Grade I listed building resulted in the rejection of demolition in favour of restoration. The rolling programme of restoration and refurbishment carried out between 1984 and 1997 not only brought the Fine Rooms and areas such as Durbar Court (Photo 5.4) back to life but produced 25% extra usable space for far less than the cost of demolition and rebuilding.

Chapter 6 Observations



- 6.1 To sustain Hong Kong's position as a world city in Asia, a strategic plan is essential to chart its long-term sustainable development. In this connection, the delegation observes that Singapore, Berlin and London, like Hong Kong, attach great importance to formulating such a strategic development plan. A common theme of the HK2030 Study, Singapore's Concept Plan, Berlin's Urban Development Plans and the draft London Plan is to achieve the sustainable development of the city and make it a better place for people to live in. To this end, the plans need to ensure that sufficient land, housing, transport and other facilities will be provided to accommodate population and economic growth, to combat urban sprawl and to achieve a green city.
- 6.2 The delegation considers that for a strategic development plan to be successful, it is essential for the planning authorities to:
 - (a) identify development constraints;
 - (b) maximize the use of existing resources (land, buildings, built heritage, waterfront areas, etc.);
 - (c) identify new development opportunities;
 - (d) cater for the needs of the people;
 - (e) adopt a partnership approach to involve the public, professional bodies, interested parties and private sector in the planning process; and
 - (f) adopt an integrated approach to cover urban renewal and heritage preservation in the town planning process.

Development constraints

6.3 For Hong Kong, the major development constraints are the limitation of land resources and high population density. With 6.725 million people accommodated in 1 100 sq km, Hong Kong's overall population density is 6 250 people per sq km (Note 6.1). However, the population densities for Hong Kong Island and Kowloon peninsula are 17 000 and 44 200 respectively. To plan for the development of such a densely populated place is a challenging task. The population densities will continue to rise with population growth, and yet the extent of future population growth is uncertain. The uncertainty mainly lies in the migration factor, i.e. the level of immigrants from the Mainland. From 1997 to 2001, new arrivals from the Mainland admitted under the One Way Permit Scheme made up some 93% of the population growth in Hong Kong.

Development opportunities

6.4 Options to address the development constraints need to be explored. While land reclamation is one option to increase the land supply in Singapore (The UA Authority estimates that future land reclamation can add 15% more land), it is not a desirable option for

⁽Note 6.1)

The population densities for Singapore, Berlin and London are 6 055, 3 794 and 4 668 people per sq km.

Hong Kong, as it goes against the wishes of the public to protect the Victoria Harbour. In fact, the Protection of the Harbour Ordinance (Cap. 531) provides that the Victoria Harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people, and for that purpose there shall be a presumption against reclamation in the Harbour.

- As there is unlikely any substantial increase in land supply, consideration should be given to maximize the use of the limited existing resources. While Singapore and London go for intensification, the delegation considers it not a desirable option for the urban areas in Hong Kong, as it will make the city even more compact. Moreover, the delegation shares the public concern that tall developments are gradually taking over the skyline of the waterfront, blocking the visual corridors from hinterland to the harbour and views to the ridgelines. The delegation considers that the views of the ridgelines in Kowloon pennisula and Hong Kong Island should be preserved. It is therefore not in favour of vertical intensification.
- 6.6 The delegation however considers it a feasible option to make more effective use of the existing land, buildings, built heritage and waterfront areas. On the existing land, buildings and heritage, reference could be made to the following:
 - (a) experiences in Singapore and Berlin for the redevelopment of old precincts or districts, such as the redevelopment of Toa Payoh and Prenzlauer Berg;
 - (b) experiences in Singapore for the upgrading of the existing housing blocks/flats, such as the upgrading packages offered under MUP;
 - (c) experiences in Berlin and London where redundant industrial land/buildings were changed to commercial or residential use; and
 - (d) experiences in Singapore, Berlin and London where built heritage are turned into effective use while preserving the historical interest of the heritage.
- As regards waterfront areas, the experience of transforming the Singapore River into a waterway providing waterfront housing, entertainment and dining facilities, the development of Rummelsburg Bay in Berlin and the development strategy for the Blue Ribbon Network (including River Thames) in the draft London Plan are useful references for enhancing the development of the waterfront areas of the Victoria Harbour. The delegation supports the concept of the development strategy for the Blue Ribbon Network that the developments on the waterfront areas should capitalize on the water as an asset to improve the quality of life of the local people. The delegation also considers that well-developed waterfront areas would enhance the attractiveness of Hong Kong and promote the tourist industry. In this connection, the views from and across the Victoria Harbour should be protected and reference could be made to the proposal on view management under the development strategy for the Blue Ribbon Network.
- Apart from maximizing the use of existing resources, the delegation considers that new development opportunities, such as Opportunities Areas in the New Territories, should be identified. Reference could be made to the draft London Plan where Opportunities Areas have been identified on the basis that they are capable of accommodating substantial new homes or jobs.

Catering for the needs of the people

As the strategic development plan is made for the Hong Kong people, it should be capable of addressing the needs of the people for housing, transport and other facilities. To make Hong Kong a better place to live in, the delegation supports streetscape greenery and skyrise greenery, such as those proposed under Singapore's Parks and Waterbodies Plan. It also supports the proposals under the draft London Plan to improve air quality by improving the integration of land use and transport policy and promoting sustainable design and construction, and to protect and promote open spaces.

Partnership approach

- 6.10 The delegation supports the adoption of a partnership approach to enable the participation of the public and the concerned parties in the planning process. Whilst appreciating that the Government has conducted public consultation on its various planning studies, the delegation considers that large-scale publicity should be launched to promote public awareness, interest and participation. In this connection, the delegation observes that the exhibition on Singapore's Parks and Waterbodies Plan and Identity Plan is very informative and is able to attract public interest. Moreover, the idea of organizing a public dialogue with the Planning authorities in Hong Kong, such as the public dialogue with the Minister for National Development in Singapore on the Concept Plan 2001, could be explored.
- Apart from public participation, the delegation also considers the participation of professional bodies in the planning process important. Planners, developers, architects and conservation bodies have their own important roles in town planning. The early involvement of these parties will ensure that plans will succeed with high quality of design and the best understanding of the environment. Moreover, the delegation considers that the International Panel of Architects and Urban Planners formed by the UR Authority should be a valuable channel to gather and share international inputs and global best practices on urban planning. The formation of such a panel in Hong Kong may also facilitate local town planning.

Integrated approach

6.12 For a strategic development plan to be successful, the delegation considers that an integrated approach should be adopted. From the experiences in Singapore, Berlin and London, it is clear that the redevelopment of individual districts and the preservation of historic buildings/areas are an integral part of town planning. The objective is to achieve a harmonious blend of the old and the new in order to give the city a sense of cohesion, continuity and character. In Hong Kong, however, town planning, urban renewal and heritage preservation are conducted separately. To achieve more effective results, the delegation is of the view that the Government should consider adopting a holistic approach to ensure that the policies and programmes in these three areas are compatible with each other.

- On heritage preservation, the delegation considers it highly essential for the 6.13 Government to put in place a heritage preservation policy for the sustainable preservation of the heritage in Hong Kong. This is in fact the view not only of the delegation, but also of other Members of LegCo. At the LegCo meeting on 13 February 2003, a motion was passed to urge the Government to expeditiously formulate a comprehensive policy on heritage preservation so that relics of historical value can be duly preserved. From the experiences in Singapore, Berlin and London, the delegation observes that heritage is the cornerstone of their national identity and the bedrock of their tourist economy. As regards Hong Kong, much more should be done on heritage preservation. It will depend on the Government having the commitment to implement a comprehensive policy, public and private owners having the incentives to look after their buildings properly, and public and private sponsorship to support the preservation work. To encourage quality restoration, reference could be made to the launch of the annual Architectural Heritage Awards in Singapore to recognize the efforts of owners, professionals and contractors. Moreover, heritage education should be promoted to make the heritage accessible and enjoyable for all. The work of the English Heritage in this aspect is of useful reference.
- As a whole, the delegation considers the visit to Singapore, Berlin and London very useful. Members of the delegation hope that the findings of the visit would also benefit other Members of LegCo, the Government and relevant authorities, and the public.

Chapter 7 Acknowledgements



- 7.1 The delegation would like to thank the persons and organizations listed in Appendix II of this report for receiving the delegation during the visit and exchanging views with the delegation.
- 7.2 The delegation would also like to thank the organizations which have assisted in lining up the visit programme and making the logistical arrangements during the visit. They include the Singapore Consulate in Hong Kong, Consulate General of the Federal Republic of Germany in Hong Kong, British Consulate-General in Hong Kong, UK Foreign & Commonwealth Office in London, and the Hong Kong Economic and Trade Offices in Singapore, Brussels and London. Although the delegation has cancelled its trip to Prague due to the serious flooding incidents happened there in July 2002, the delegation wishes to thank the Czech Republic Consulate in Hong Kong for the assistance it provided before the cancellation of the trip.
- 7.3 The delegation also wishes to thank the Hong Kong Tourism Board for providing the photograph in Chapter 2 of this report.
- 7.4 Last but not least, Members of the delegation wish to record their heartfelt appreciation of the support provided by staff of the LegCo Secretariat before, during and after the visit.

Delegation of LegCo Panel on Planning, Lands and Works

Overseas Duty Visit to Singapore, Berlin and London (from 4 to 13 September 2002)

Membership list

Legislative Council Members

Dr Hon TANG Siu-tong, JP (Chairman of the Panel and Leader of the Delegation)

Dr Hon David CHU Yu-lin, JP

Hon Albert HO Chun-yan

Hon James TO Kun-sun

Hon Jasper TSANG Yok-sing, GBS, JP

Hon LAU Kong-wah

Hon CHOY So-yuk

Hon TAM Yiu-chung, GBS, JP

Hon Albert CHAN Wai-yip

Hon WONG Sing-chi

Hon IP Kwok-him, JP

Staff members of the Secretariat

Miss Salumi CHAN Mei-hing (Clerk to the Panel)

Ms Vicky LEE Mun-yee (Research Officer)

Appendix II

Delegation of LegCo Panel on Planning, Lands and Works

Overseas Duty Visit to Singapore, Berlin and London (from 4 to 13 September 2002)

Programme

(A) <u>Singapore</u>

Date	Time	Details
4.9.02 (Wed)	5:00 pm	Arrival at Singapore
	6:30 pm	Dinner with representatives of the Hong Kong Economic and Trade Office (HKETO), Singapore
5.9.02 (Thur)	10:00 am	Meeting with Mr Mah Bow Tan, Minister for National Development and Dr Vivian Balakrishnan, Minister of State for National Development
	11:00 am	Meeting with Mr Niam Chiang Meng, Chief Executive Officer, and other key officers of the Housing & Development Board
	12:15 pm	Lunch hosted by Dr Ngiam Tong Dow, Chairman of the Housing & Development Board
	2:00 pm	Guided tour of Toa Payoh precinct and visit to an upgraded flat
	3:30 pm	Guided tour of Boat Quay area
	4:00 pm	Guided tour of Fullerton Hotel

Date	Time	Details
6.9.02 (Fri)	9:00 am	Meeting with Mrs Koh Lim Wen Gin, Chief Planner & Deputy Chief Executive Officer (Physical Planning and Conservation & Urban Design), Mr Seow Kar Ping, Deputy Director (Local Planning & Policies) and Mrs Teh Lai Yip, Deputy Director (Conservation & Urban Planning) of the Urban Redevelopment Authority on Concept Plan 2001 Viewing of the Central Area model and overview of the New Downtown development
	10:00 am	Guided tour of the exhibition on Parks & Waterbodies Plan and Identity Plan
	11:00 am - 3:00 pm	Guided tour of Kreta Ayer and Bukit Pasoh conservation areas
7.9.02 (Sat)	12:30 pm	Departure from Singapore
,	9:40 pm	Arrival at Berlin

(B) <u>Berlin</u>

Date	Time	Details
9.9.02 (Mon)	9:00 am	Meeting with Mr Hilmar von Lojewski, Head of the Department for Urban Planning and Renewal, Senate Department for Urban Development
		Guided tour of town planning and urban renewal sites at Potsdamer Platz, Pariser Platz, Unter den Linden
	11:00 am	Meeting with Mrs Simone Raskob, Managing Director of Wasserstadt Limited on the topic of "Living near the Water"
		Tour of the Rummelsburg Bay
	2:30 pm	Meeting with S.T.E.R.N. on the topic of "Town Redevelopment and Urban Renewal at the Prenzlauer Berg"
		Guided tour of Prenzlauer Berg
	4:30 pm	Meeting with RWE-Aqua
	6:30 pm	Dinner hosted by RWE-Aqua
10.9.02 (Tue)	9:30 am	Meeting with Prof Dr Niedermayer, Institute for Political Sciences, Berlin University on the parliamentary system and upcoming elections
	12:00 noon	Lunch meeting hosted by the Association of German Architects and construction companies on urban planning in Berlin
	2:30 pm	Meeting with Mr Hauswedell, Director for Asian Affairs, Ministry for Foreign Affairs
	4:00 pm	Guided tour through the Reichstag Building (German Parliament)
	5:00 pm	Meeting with Mr Eduard Oswald, Chairman of the Committee for Transport, Buildings and Housing, German Parliament

(C) <u>London</u>

Date	Time	Details
11.9.02 (Wed)	12:30 pm	Arrival at London
	2:30 pm	Lunch with representatives of the Foreign & Commonwealth Office and HKETO, London
	4:00 pm	Guided tour of the Docklands areas
12.9.02 (Thur)	9:15 am	Guided tour of the Foreign & Commonwealth Office
	10:30 am	Meeting with Mr Howard Flight MP, Co-Chairman, Hong Kong Committee of the All Party Parliamentary China Group, Houses of Parliament
	11:45 am	Guided tour of Covent Garden
	2:00 pm	Meeting with Ms Ruth Duston, Head of Programmes, Paddington Regeneration Partnership
		Guided tour of Paddington Basin
	6:00 pm	Reception hosted by the Hong Kong Association in London
13.9.02 (Fri)	1:30 pm	Meeting with Mr Howard Shepherd, Planning Adviser, Canary Wharf Group plc.
		Guided tour of Ganary Wharf
	3:00 pm	Meeting with Mr Paul Veluet, Assistant Regional Director/ London of the English Heritage
	4:15 pm	Meeting with Mr Stephen Diamond, Senior Co-ordinator and Mr David Dash, Principal Planner of the Greater London Authority on the draft London Plan
	10:35 pm	Departure from London

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