

For discussion on
6 April 2009

**Legislative Council Panel on Development
Subcommittee on Harbourfront Planning**

Harbourfront Planning, Enhancement and Management

PURPOSE

This paper briefs Members on Government's work on harbourfront planning, beautification and management, and invites Members' views on how this work may be enhanced.

HARBOURFRONT POLICY

2. Victoria Harbour is an icon of our city and the most precious public asset. We are committed to protecting, preserving and beautifying the harbourfront for public enjoyment. With the high level support received from the Chief Executive in his 2008-09 Policy Address and the Financial Secretary in his 2009-10 Budget Speech, we will spare no efforts in enhancing and revitalizing the harbourfront areas, improving accessibility and connectivity of the harbourfront, providing more open space, and creating continuous promenades on both sides of Victoria Harbour. Our vision is to create a vibrant, green, accessible and sustainable harbourfront through effective and balanced planning and utilization of land resources.

STRATEGIES

3. In pursuit of this vision, we have to acknowledge that there are existing limitations and constraints in the planning and usage of some of the harbourfront sites, some of which are mentioned in paragraph 11 below. Since at this moment, different departments and agencies are involved as project proponents, works agents and management agents for

different projects, we are acutely aware of the need for stronger leadership and more effective coordination. In practice, harbourfront enhancement work requires visionary planning, extensive consultations and strong execution work. In this regard, the Development Bureau, which has recently set up a dedicated harbour unit, will –

- (a) coordinate inter-departmental efforts on harbourfront planning;
- (b) identify and implement short, medium and long term enhancement projects; and
- (c) develop practicable and suitable models for the sustainable management of the harbourfront.

4. In the process of planning, developing and managing the harbourfront areas, we will –

- (a) have due regard to the Town Planning Board's Vision and Goals for Victoria Harbour (**Annex A**) as well as the Harbour Planning Principles and Guidelines (**Annex B**) promulgated by the Harbour-front Enhancement Committee (HEC);
- (b) adopt a more proactive and flexible approach in the use of land resources such as opening up as much vacant government land as possible (including, where appropriate, sites now under short-term tenancies or temporary government land allocations) for the creation of continuous promenades or harbourfront enhancement projects;
- (c) explore the possibility of relocating or setting back existing government facilities which are incompatible with a vibrant waterfront or do not need to be located at the waterfront;
- (d) if relocation or setting back is not possible, explore the feasibility of introducing a façade or landscape treatment to

the existing government facilities to improve their visual appearance;

- (e) actively study the feasibility of public private partnership or other forms of private sector involvement in providing walkway or open space adjoining a private development to achieve greater vibrancy of the harbourfront area; and
- (f) last but not least, strengthen public engagement from early planning, development to implementation stages.

HARBOURFRONT ENHANCEMENT

5. As we informed Members in January 2009, we will press ahead with harbourfront enhancement work on short, medium and long term bases, in consultation with parties concerned.

Short-term Initiatives

6. We have in the past few years implemented a number of quick-wins or temporary proposals to enhance the harbourfront, such as temporary promenades in the West Kowloon Cultural District and the Wan Chai waterfront (commonly known as the “pet garden”). In the short-term, we will continue to identify and launch various quick-wins or temporary projects to beautify and provide harbourfront promenades for public enjoyment. A list of 15 projects to be completed within the next five years is tabulated at **Annex C**.

7. Another short-term initiative being actively looked into is the improvement of directional signage to the harbourfront with a view to providing clearer directions to both residents and tourists to access the harbourfront. DEVB will draw on the experience of the Tourism Commission’s Visitor Signage Improvement Scheme and work with relevant departments and District Councils (DCs) to implement the proposal.

Medium-term Initiatives

8. Medium-term work includes other possible harbourfront enhancement on both Government (**Annex D**) and private lands (**Annex E**), the implementation details and timetable of which have to be further worked out. A location plan for open space and harbourfront enhancement works covering the sites at Annexes C to E is at **Annex F**. Among them, we are actively studying the feasibility of public private partnership for developing the Hung Hom waterfront promenade (i.e. item B13 at Annex D) near the Hung Hom Pier. The Avenue of Stars in Tsim Sha Tsui is a good and workable model of private sector involvement and we will keep an open mind on applying such a model to other sites.

9. We are also considering practicable and effective models for the sustainable management of the harbourfront areas. Details are set out in paragraph 17 below.

Long-term Initiatives

10. The new harbourfront arising from the Central Reclamation Phase III and the Wan Chai Development Phase II will provide an invaluable opportunity to meet the public expectation. The Planning Department's Urban Design Study for the New Central Harbourfront, which aims at refining the planning and design briefs for the development of eight key sites in the new Central harbourfront, is approaching completion. We will brief Members on the outcome of the Stage 2 public engagement of the Study and our proposals for refining the planning and design of the sites later this year. Even for strips of the harbourfront which are taken up by a major highway, i.e. the Island Eastern Corridor, we have not given up the feasibility of creating public access. As regards the new Wan Chai harbourfront, the overall planning and design concept for its land uses is to emphasize the relation of the new waterfront with the Harbour, the cultural and historical context of Wan Chai and Causeway Bay, and the surrounding environment. The Planning Department will shortly commence the Hong Kong Island East Harbourfront Study to explore means to enhance connectivity and accessibility to the harbourfront and identify other feasible waterfront

enhancement measures in the Eastern District.

Constraints

11. As shown in the overview plan at **Annex G**, whilst a significant portion of both sides of Victoria Harbour has already been or is planned to be developed into open space or promenades, some existing land uses or facilities have posed constraints to harbourfront enhancement. These include port-related facilities and economic activities, public utilities, military uses and privately-owned harbourfront land. Existing roads along the harbourfront, such as the Island Eastern Corridor and the Kwun Tong Bypass, also limit the opportunities for harbourfront enhancement and affect the visual appeal of the harbourfront area. As mentioned in paragraph 4 above, we will explore the possibility of relocating or setting back existing government facilities which are incompatible with a vibrant waterfront or do not need to be located at the waterfront. If relocation or setting back is not possible in the short to medium term, we will explore the feasibility of improving the visual appearance to match with the harbourfront setting. Concerning harbourfront lands that are privately-owned, we would need to identify more innovative ways to motivate private owners to cooperate.

Public Engagement

12. There has been growing public interest in the protection and use of the harbour. Public engagement has become a vital area of work at all stages of harbour planning and development. We will engage all relevant stakeholders, including non-government organizations, harbour concern groups, DCs, business groups, etc., in the identification and implementation of harbourfront enhancement proposals. In this connection, HEC is a forerunner in public engagement. Under the steer of HEC, extensive public engagement programmes for major planning reviews and studies, including the Kai Tak Planning Review, Harbourfront Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas, and Hung Hom District Study, were organized. We will continue to engage the public in other studies, including those mentioned in paragraph 10 above. Government bureaux, departments and private developers have also been advised to engage the HEC,

relevant DCs and the public on harbourfront development at an early stage.

WATER-BASED ACTIVITIES WITHIN THE HARBOUR

13. Victoria Harbour has always been a busy working harbour. As requested by Members, the various existing marine uses and activities are shown at **Annex H** and explained in detail at **Annex I**. Some of these uses include :

- (a) fairways;
- (b) anchorages;
- (c) typhoon shelters;
- (d) mooring buoys;
- (e) sea areas designated for different purposes and/or with different restrictions;
- (f) vessel bunkering areas;
- (g) private mooring areas;
- (h) marine works areas; and
- (i) entry restricted areas.

14. In Planning Department's "Planning Study on the Harbour and its Waterfront Areas" completed in 2003, some water-based activities which would contribute to the vibrancy of the Harbour were suggested. They include boat races, tall ship regatta, maritime pageant, "son et lumière" (sound and light) presentations, fireworks, dining and marine demonstration. Other activities, including swimming race, recreational fishing on boats, boating and diving, marine excursions, advertisement by flying balloons from vessels, filming in the sea area in the harbour, boat parade, water spray from boats, special vessel display, concert or other performance on vessels, and exhibition on vessels, could also be considered. However, given the level of routine activities in various areas of the harbour, whether a certain activity can be allowed in a particular sea area in the harbour would depend on a number of considerations including safety and avoidance of conflict between different uses within the water.

15. To allow the beneficial use of marine facilities, we intend to look into the possible re-use of individual piers which have been left idle or under-utilised, so that such piers would contribute to the vibrancy of the waterfront. In view of comments from the Central and Western DC and the local residents there, we will also consider whether and how the four idle piers in the Western Wholesale Food Market can be put to better use. We will also explore the possibility of rationalizing the existing port-related uses within the Harbour. If the Public Cargo Working Area (PCWA) operation at the remaining portion of the Kwun Tong PCWA could be relocated by the expiry of its current license in 2011, the 200-metre temporary waterfront promenade listed in item A8 at Annex C could be extended to the whole Kwun Tong PCWA.

HARBOURFRONT MANAGEMENT

16. In managing the harbourfront, the Government will adopt a proactive, pragmatic and supportive approach in the coordination and management of the harbourfront area. We will work closely with the local community, DCs and relevant stakeholders in managing the harbour. Where applicable, private sector involvement would be encouraged to finance, develop and/or manage public waterfront promenades or open space adjoining a private development.

17. On the suitability of creating a Harbour Authority in managing the harbourfront, the Administration conducted a desk-top research on overseas harbour authorities in 2003. The research suggests that the concept of “harbour authority” frequently mentioned in the community may be over-generalized. While statutory harbour authorities have been set up in various overseas cities, their functions and roles in harbour planning and development vary greatly from city to city. Some are primarily port authorities to deal with port and navigational affairs, which can be found in many port cities in the United States and Canada (e.g. Vancouver Port Fraser Authority). Some are redevelopment corporations whose main objective is to regenerate defunct docklands, such as Waterfront Toronto, Cardiff Harbour Authority in Wales and VicUrban in Victoria of Australia. Some are multi-functional in nature, like the Sydney Harbour Foreshore Authority and the Port of San

Francisco, which may be involved in land disposal, land use planning and development, property management, preservation of waterfront sites, event management, shipping activities and maintenance of port facilities, etc. Each of these authorities was created to suit the needs and administrative contexts of their own. However, none of them was created solely for harbourfront management. In this connection, we consider that Hong Kong should devise a model of its own having regard to our circumstances. The HEC Task Group on Management Model for the Harbourfront (TGMMH) is studying both local and overseas management models and will submit its recommendations to the Government after deliberation and endorsement by the HEC. We will carefully study TGMMH's recommendations when received.

ADVICE SOUGHT

18. Members are invited to give their views on the content of this paper.

ANNEX

Annex A Town Planning Board's Vision and Goals for Victoria Harbour

Annex B HEC's Harbour Planning Principles and Guidelines

Annex C Timetable for Harbourfront Enhancement Works on Government Land

Annex D Other Possible Harbourfront Enhancement Proposals on Government Land

Annex E Possible Harbourfront Enhancement Works on Private Land

Annex F Open Space and Harbourfront Enhancement Works around Victoria Harbour

Annex G Overview – Opportunities and Constraints for Harbourfront Enhancement in Victoria Harbour

Annex H Hong Kong Harbour Facilities & Layout Plan

Annex I Existing Marine Uses and Activities

Development Bureau (Planning and Lands Branch)
March 2009

Town Planning Board's Vision and Goals for Victoria Harbour

The Vision Statement

The Vision Statement sets out the Board's vision and goals for the Victoria Harbour, and its statement of intent on reclamation.

Vision

To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong - a harbour for the people and a harbour of life.

Goals

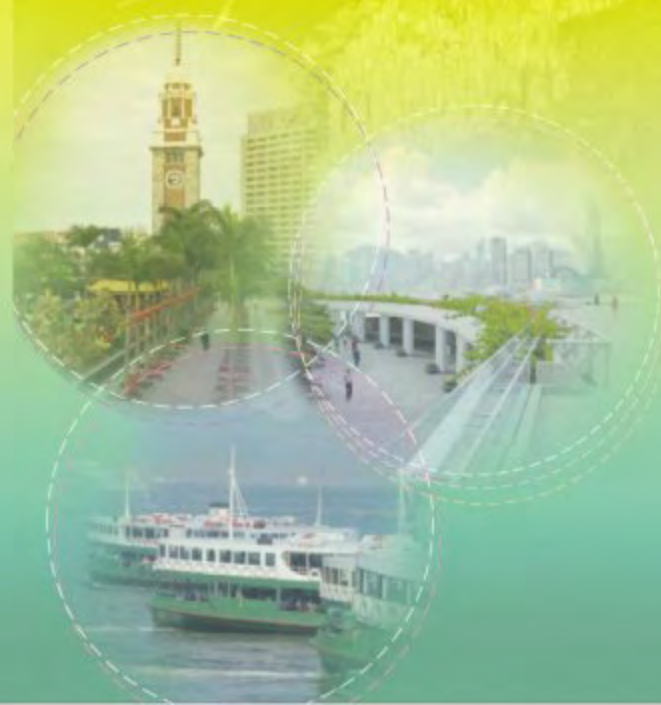
1. To bring the people to the Harbour and the Harbour to the people.
2. To enhance the scenic views of the Harbour and maintain visual access to the harbour-front.
3. To enhance the Harbour as a unique attraction for our people and tourists.
4. To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links.
5. To facilitate the improvement of the water quality of the Harbour.
6. To maintain a safe and efficient harbour for the transport of people and goods and for the operation of an international hub port.

Statement of Intent on Reclamation

The Harbour is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong. Reclamation in the Harbour should only be carried out to meet essential community needs and public aspirations. It has to be environmentally acceptable and compatible with the principle of sustainable development and the principle of presumption against reclamation in the Harbour.

維多利亞港及其海旁地帶 海港規劃指引

Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas





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附件 Annex II	維多利亞港及其海旁地帶 Victoria Harbour & its Harbour-front Areas
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附件 Annex IV	可持續發展原則和指標 Sustainability Principles and Sustainability Indicators

引言

《海港規劃指引》(下稱《指引》)由共維維港委員會所制定,旨在詳細闡述「海港規劃原則」⁽¹⁾的意向和要
求,為相關的社會人士(例如個別項目倡議者、公職人員、諮詢團體、專業團體等)提供一套完備的參考
資料,作為維多利亞港和其海旁地帶⁽²⁾的可持續規劃、保存、發展和管理的指引。

有關的批核當局及諮詢團體,在考慮維多利亞港及其兩岸的發展建議,及就這些建議提供意見時,應參考
有關《指引》。個別項目倡議者應在實際可行的情況下,遵守《指引》的要求及建議。

《指引》旨在闡述「海港規劃原則」,但在大部分情況下,《指引》所收納的規定仍是概括而非特定的,
以給予足夠的靈活性,讓詳細的規劃工作在不同的情況下得以推展,以達到正面、有效和均衡地使用海陸
資源的目標。任何擬議發展倘嚴重偏離《指引》的整體意向,項目倡議者在向有關當局申請批准時,應盡
量提供充分的理據,並進行詳細的評估,以支持其發展建議。

《指引》涵蓋的範圍廣闊,加上海旁地帶的角色和功能亦因地區而異,因此,《指引》對個別海旁地點適用
與否,取決於有關地點的特色和與該地點相關的情況。此外,就符合「海港規劃原則」而言,《指引》所載
的要求並非詳盡無遺。我們歡迎個別項目倡議者主動就任何符合「海港規劃原則」的措施提供建議。

INTRODUCTION

These Harbour Planning Guidelines (the Guidelines) were developed by the Harbour-front Enhancement Committee (HEC) to elaborate in more detail the intentions and requirements of the Harbour Planning Principles (HPPs)⁽¹⁾ and to provide a comprehensive checklist for use by relevant stakeholders, such as individual project proponents, public officers, advisory bodies, professional bodies and the like, to guide the sustainable planning, preservation, development and management of the Victoria Harbour and its harbour-front areas⁽²⁾.

Relevant approving authorities and advisory bodies are encouraged to make reference to the Guidelines in considering and advising on development proposals in and around Victoria Harbour. Individual project proponents are encouraged to comply with the Guidelines as far as possible and practicable.



圖 1 我們的理想是優化維多利亞港及其海旁地帶,使其成為富吸引力、朝氣蓬勃、交通暢達和可持續發展的世界級資產。
Our vision is to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset.



圖 2 海旁地區各有不同的角色和功能
Harbour-front areas have different roles and functions

Whilst the intention is to elaborate the HPPs, the Guidelines will, in most circumstances, still be generalised rather than specific in restrictions in order to allow sufficient flexibility to enable detailed planning to proceed under different circumstances, so as to achieve a positive, effective and balanced utilisation of land and marine resources. Should any proposed development deviate significantly from the general intention of the Guidelines, the project proponent, in seeking approval from relevant authorities, is encouraged to provide sufficient justifications and undertake detailed assessments to substantiate their proposal.

Given the broad scope of the Guidelines and the different roles and functions of the harbour-front areas in different localities, the applicability of the Guidelines to any specific harbour-front site will depend on the characteristics of the site and the circumstances pertaining to it. Moreover, the requirements contained in the Guidelines are by no means exhaustive in respect of fulfilling the HPPs. Initiatives from individual project proponents to identify measures to comply with the HPPs are welcomed.

(1) 「海港規劃原則」載有「理想」和「使命」兩項宣言和八項原則。附件 I 闡明了共維維港委員會於 2006 年 4 月 27 日所通過採納的最新一套「海港規劃原則」。

The HPPs comprise a vision and a mission statement and eight principles. The latest version at Annex I was endorsed by the HEC on 27.4.2006.

(2) 為免產生疑問,《指引》所指的維多利亞港和維多利亞港內港核心區將取決於附件 II。《指引》亦劃定了海旁地帶的概略範圍,以供參考。然而,任何發展,即使位於圖上所示範圍以外,但對維多利亞港造成重大影響,亦應遵照《指引》內所載的要求和建議。

For the avoidance of doubt, the boundaries of Victoria Harbour and the inner core of Victoria Harbour referred to in the Guidelines are set out at Annex II. The extent of the harbour-front area is also delineated for indicative purposes. However, any development that falls outside the extent shown on the plan but may have significant impacts on Victoria Harbour should also observe the requirements and recommendations of the Guidelines.

海港規劃指引

為使《指引》容易理解和便於使用，《指引》分為下列九個範疇：

- 公眾參與；
- 土地用途規劃；
- 城市設計；
- 園景美化；
- 交通連接；
- 土地平整；
- 海旁管理；
- 可持續發展；以及
- 臨時土地用途。

當中部分指引或許特別針對「海港規劃原則」內某一項原則而訂定，但大部分指引乃為符合多項原則而訂定的。**附件 III** 的矩陣描述了每項指引和「海港規劃原則」的關係。

《指引》的詳細內容如下：

HARBOUR PLANNING GUIDELINES

To make the Guidelines easy to understand and user-friendly, the Guidelines are grouped under nine aspects as follows:

- public engagement;
- land use planning;
- urban design;
- landscaping;
- physical linkage;
- land formation;
- harbour-front management;
- sustainable development; and
- temporary land uses.

While some of the guidelines may be specifically targeted at achieving a particular principle of the HPPs, many of them would comply with multiple principles. The relationship between the Guidelines and the HPPs is depicted in the matrix at **Annex III**.

The Guidelines are set out below:

公眾參與

- (a) 公眾參與乃海旁規劃、發展和作業中不可或缺的一部分，對提升海旁的質素至為重要。由於各項土地用途規劃建議和發展建議的性質和規模並不相同，因此，公眾參與活動的形式、程度和詳情應予配合。發展建議不論屬何類別和規模，項目倡議者應盡早在項目規劃階段展開公眾參與活動，並邀請公眾繼續參與有關項目的整個規劃及發展過程。項目倡議者並應因應收集所得的公眾意見完善其發展建議。所有收集到的公眾意見需予妥善記錄，並可讓公眾人士取閱。

- (b) 倘在海旁地區進行涉及地盤面積達20公頃或以上的大型公共項目、政府建議的填海工程、或對全港發展影響重大的工程，項目倡議者則應制定一項全面公眾參與計劃⁽³⁾，以收集公眾就這些項目和工程的意見。有關計劃應包括各類公眾參與活動（例如地方形塑工作坊⁽⁴⁾、論壇、展覽或研究調查），以期廣泛傳達資



圖 3 公眾全面參與「啟德規劃檢討」
Kai Tak Planning Review has gone through a comprehensive public engagement process

PUBLIC ENGAGEMENT

- (a) Public engagement is an essential part of harbour-front planning, development and operation, and crucial if enhancement is to be achieved. The form, level and detail of the public engagement exercise should be commensurate with the different nature and scale of the proposed land use planning and development proposals. Project proponents, no matter the type and scale of their development proposals, are always encouraged to carry out public engagement at an early stage of the project planning process and continue to engage the public throughout the project planning and development stages. Public comments received should be taken into account in refining the proposals prior to their finalisation. All public comments received should be well-documented and accessible to the public at large.
- (b) For large-scale public projects along the harbour-front with a site area of 20 hectares or above, projects involving reclamation initiated by the Government or projects which are of territorial significance, a comprehensive public engagement programme should be formulated to gauge views of the public on these projects⁽³⁾. The programme should include different types of public participatory activities such as place-making workshop⁽⁴⁾, forum, exhibition or survey with a view to outreaching to the public and facilitating collection of public views. Project proponents should be encouraged to engage all key

(3) 最近進行全面公眾參與計劃的建議計有「啟德規劃檢討」、「灣仔發展計劃第二期檢討」、「中環新海濱城市設計研究」，以及「紅磡地區研究」。
Comprehensive public engagement programmes for various projects / studies that have or being carried out recently include Kai Tak Planning Review, Wan Chai Development Phase II Review, Urban Design Study for the New Central Harbourfront and Hung Hom District Study.

(4) 綠美城市參與、繪畫及提供意見，讓居民建立他們理想中的公共空間和社區。
A tool that helps engage members of the community to participate in, understand and contribute with a view to creating public spaces and the neighbourhoods they desire.

科訊息，並收集公眾的意見。項目倡議者應盡早在制訂詳細發展建議前，邀請所有相關人士（不單是市民大眾，亦包括有關批核當局、非政府機構、諮詢組織、區議會等）參與表達意見，並向公眾發放有關發展項目的資料，包括發展項目的發展限制和機遇，而有關資料應詳盡和具備質素。項目倡議者可就發展項目設立一個專門網站，以便向公眾迅速發放有關資料，加強溝通。倘涉及性質複雜或填海的事宜，可讓公眾參與整個發展過程，包括構思發展項目、制訂、篩選和釐定方案，以期在釐定發展建議之前與公眾一起建立共識。

- (c) 離港和離港兩岸的私人發展建議或小型公共項目，倘涉及更改有關地點的土地用途，或引致有關發展密度及／或建築物高度有所增加，則應在有關批核當局作出決定前，盡早徵詢有關社會人士的意見，從而改良發展建議，或讓有關意見得以轉達予批核當局考慮。除了按現行法定機制規定必須進行的公眾諮詢外，申請人或項目倡議者應盡可能就發展建議主動徵詢有關社會人士的意見。
- (d) 項目倡議者應透過公眾參與的過程，讓公眾對《指引》內所載的要求加深認識，並應擬備足夠的資料和適當的諮詢材料（如實物模型、電腦合成照片和電腦圖），以解釋發展建議。
- (e) 項目倡議者應盡量在發展項目的規劃和實施過程中，以及就海陸用途作重大改變時，繼續邀請公眾參與。

stakeholders including not only the community at large but also relevant authorities, non-governmental organisations, advisory committees, relevant District Councils etc. at an early stage before formulation of detailed proposals. Adequate and quality information on the constraints and opportunities should be presented to the public. Setting up of a dedicated website is encouraged to disseminate information to the public more readily and to enhance communication. If the issues involved are complex in nature or related to reclamation, the public could be engaged throughout the development process including envisioning, option formulation, selection and finalisation so as to build up public consensus before finalisation of the scheme.

- (c) For private development proposals or small-scale public projects in and around the Harbour, which will result in a change of land use or increase in development intensity and / or building height of site(s), relevant stakeholders should be consulted at an early stage prior to decision making of the relevant approving authority, such that their views can be taken into account in refining the proposal or be conveyed to the approving authority. In addition to the public consultation requirement under the existing statutory mechanism, the applicant or project proponent is encouraged to take a proactive approach to consulting with relevant stakeholders.
- (d) In carrying out public engagement, project proponent should take the opportunity to promote public awareness of the requirements encompassed in the Guidelines. Sufficient information and appropriate consultation materials such as physical models, photomontages and computer renderings should be made available to explain the development proposals.
- (e) Continued public engagement during the planning and implementation process and for key changes in land or marine uses is also strongly encouraged.

土地用途規劃

多元化的用途

- (a) 應鼓勵沿海旁地帶發展休憩、零售、飲食、康樂（包括水上康樂活動）、消閒、文娛、旅遊相關設施等用途，以建立朝氣蓬勃和多姿多采的海濱，以及提升海港對公眾的吸引力。若有機會，應檢討海旁地帶現有的土地用途，以促進上述的目標。
- (b) 應促進海港內航運和物流設施的發展，以提供安全和高效率的客貨運輸。若有機會，應將現有貨物裝卸區、維修站和其他不協調的土地用途遷離維多利亞港的內港核心區，因為這些用途無助於公眾享用海港或優化海旁。
- (c) 如情況或地點合適的話，應鼓勵在海旁地帶發展其他可滿足香港經濟、社會和環境需要而又配合海旁環境的土地用途，令海旁地區的土地用途組合達至平衡。
- (d) 在海旁地帶內尚未發展的土地，若其所規劃的發展密度和土地用途不能完全符合「海港規劃原則」，應不時根據有關原則和公眾期望進行檢討。



圖 4 多元化和充滿活力的海旁用途
Diverse and active harbour-front uses

LAND USE PLANNING

Diversity of Uses

- (a) Uses to promote vibrancy and diversity and to enhance public enjoyment such as open space, retail, dining, recreation (including marine-based recreation), leisure, cultural and tourism-related facilities are encouraged to be developed along the harbour-front areas. When opportunities arise, existing land uses in the harbour-front areas should be reviewed with a view to promoting the above objectives.
- (b) To allow for the safe and efficient passage of people and goods, provisions for maritime and logistics facilities within the Harbour should be facilitated. Existing cargo working areas, maintenance depots and other incompatible land uses, which are not conducive to public enjoyment / harbour-front enhancement, should be relocated outside the inner core of Victoria Harbour when opportunities arise.
- (c) Other land uses which cater for the economic, social and environmental needs of society and are compatible with the harbour-front environment should be encouraged as and where appropriate so as to achieve a balanced mix of land uses.
- (d) Where the planned development intensity and land uses of uncommitted sites in the harbour-front areas are not fully in compliance with the HPPs, they should be kept under review having regard to the HPPs and public aspirations.



圖 5 巴魯的繁華朝氣蓬勃的海濱
Vibrant waterfront of Baltimore

康樂和消閒用途

- (e) 應盡量在合適的地點創造公共空間，以進行康樂和消閒活動。
- (f) 在可行的情況下，應促進靜態康樂和消閒活動。
- (g) 在可行的情況下，應考慮在維多利亞港提供水上康樂活動，但這些活動須不能影響海上交通（如渡輪服務），也不能減低海港航行的安全及效率。

休憩用地

- (h) 應把內陸的休憩用地與海濱連接起來，以提供更廣闊的視野和令海濱更方便暢達，從而建立一個可持續發展及相連的休憩用地網絡。



圖 6 市康樂和消閒用途的海旁公共空間
Harbour-front public space for recreation and leisure uses

- (i) 在規劃海濱休憩用地時，應把休憩用地與附近的海濱長廊、碼頭／登岸梯級和配套的零售／飲食設施結合，為本地居民和遊客建立一個活動焦點和聚集的地點，或供舉辦文化和社交活動。
- (j) 在切實可行的情況下，應沿整個海旁設置連貫的海濱長廊。海濱長廊應有足夠寬度，以便讓公眾進行漫步、慢跑等消閒活動，容納人流和街道裝置，進行植樹和園景美化工程。若可行的話，應沿海旁預留空間予公用事業設施裝置。如海濱長廊有足夠寬度及適合的環境，應提供單車徑和相關設施，作康樂和消閒用途，亦可考慮其他特色設計，如以梯田式或斜坡式的草地建造長廊，增加其層次感。



圖 9 海旁休憩用地的綜合設計
An integrated design of harbour-front open space



圖 10 設有零售和飲食設施的海濱長廊
A waterfront promenade with retail and dining facilities

Recreation and Leisure Uses

- (e) Public space for recreation and leisure uses should be created wherever possible.
- (f) Passive recreation and leisure activities should be facilitated where practical.
- (g) Where feasible, marine-based recreation activities within Victoria Harbour should be considered, provided that these activities would not compromise the provision of marine-transport such as ferry services nor adversely affect the navigational safety and efficiency of the Harbour.



圖 7 海旁慢跑徑
Jogging track along the harbour-front



圖 8 在維多利亞港進行帆船活動
Sailing within Victoria Harbour

Open Space

- (h) Opportunities should be sought to connect open space in the inland to the harbour-front so as to increase visual and physical permeability and help create a sustainable network of linked open space.

- (i) Harbour-front open space should be planned to integrate with adjacent waterfront promenades, ferry piers / landing steps and supporting retail/dining facilities to create a focal point and informal public gathering place for both local residents and tourists or for hosting cultural and social events.
- (j) A continuous promenade of adequate width should be provided along the entire harbour-front areas, as far as is practicable, to accommodate such leisure activities as strolling and jogging, pedestrian circulation, street furniture, tree planting and landscaping, and in addition reserves for utility installations should be made, where practicable, along the harbour-front. Where the width of promenade permits and local circumstances are appropriate, provision of cycling track and associated facilities for recreation and leisure uses are encouraged. Other design features such as stepping promenade by means of terraces or inclined lawn areas should also be considered if the promenade is of adequate width.



圖 11 具寬敞公共空間的海濱長廊
Waterfront promenade with ample public spaces



圖 12 以零售和飲食設施活化海濱
Vibrant harbour-front with retail / dining facilities

(k) 若空置的土地尚待發展作長遠用途，則鼓勵把有關土地用作臨時休憩用地，令公眾可盡量享用海港及海濱。而提供多元化的活動／用途，則是優化這些土地的重要一環。

(l) 在休憩用地和公共空間內，應設置地標景物，以建立標記和突出具意義的地方。

(m) 在可行的情況下，應盡量把臨海的新發展或重建用地（包括臨時土地用途或發展）後移，以騰出空間設立海濱長廊。如因運作上的理由而難以或不能把這些用途或發展從海濱後移（如有關用途需要暢通無阻地直達海濱），應考慮在用地周圍提供一條方便的通道作為替代，以便行人可無間斷地沿海濱行走。

文化遺產

(n) 應以最恰當的方法保留在海港或沿海濱地區內與維多利亞港有關並具歷史意義或文化價值的建築物／構築物、地區或地方，例如停泊於銅鑼灣避風塘的天后廟船。而有關文化遺產的價值可來自其實物或其無形的特質。應考慮提供適當的標誌指示這些文化遺產的位置，並設立牌匾以作紀念，從而提高市民大眾對本土感情的推繫。



圖 13 在休憩用地設立地標景物
Provision of focal features in open space

(k) Use of vacant land for temporary public open space purposes pending permanent development is encouraged so as to maximise opportunities for public enjoyment. Once again, diversity of activities / uses is of key importance to enhancement of such space.

(l) Focal features should be provided in area of open space and public realm to achieve identity and define signature places.

(m) New development or redevelopment sites including temporary use of land or developments along the harbour-front should where possible be set back to allow for the provision of a waterfront promenade. For those uses or developments where it is difficult or impossible to achieve set back from the harbour-front due to operational reasons e.g. uses that require direct uninterrupted marine access, provision for a convenient passageway around the site to facilitate pedestrian movement along the harbour-front should be considered as an alternative.

Cultural Heritage

(n) Buildings / structures, areas or places within the Harbour or along the harbour-front, which are of historical significance or cultural value in relation to the Victoria Harbour e.g. the floating Tin Hau Temple in Causeway Bay Typhoon Shelter should be preserved in the most appropriate manner. The value associated with cultural heritage may be based on physical features or intangible qualities. Appropriate signage to identify the location of and plaques to commemorate these cultural heritage features and promote social connectivity should be considered.

(o) 在具歷史意義和文化價值的建築物附近進行發展或重建時，應創造一個在性質和規模上與該歷史建築物互相協調的適當環境。

(p) 應鼓勵在海濱進行保存和延續文化遺產的活動，並應考慮提供一些有助提升文化價值的康樂活動，如海濱文物徑和海上暢遊。

基礎設施和公用事業設施

(q) 應盡可能避免沿海旁建造基礎設施和公用設施裝置。如因運作上的理由而無法避免在海旁範圍興建這些設施和裝置，在規劃和設計時，應把因建造、運作和維修有關設施對海濱環境的影響及受影響的土地面積減至最少。應考慮提供共用設施（如共用設施管槽），以減少該等設施若在個別獨立提供時所需求的總面積。

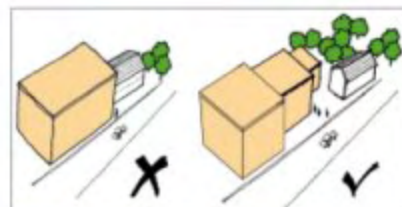


圖 14 為歷史文物提供適當和協調的環境
Suitable and compatible setting for heritage features

(o) Development or redevelopment of the areas surrounding the features of historic and cultural value should create a suitable setting compatible in nature and scale with these heritage features.

(p) Provision of activities which conserve and sustain the cultural heritage at the harbour-front is encouraged. Recreational activities which enhance cultural value e.g. heritage walking trail along the harbour-front and leisure boat ride should be encouraged.

Infrastructure and Utility Installations

(q) Infrastructure facilities and utility installations should not be constructed along the harbour-front as far as possible. If this is inevitable due to operational reasons, they should be planned and designed in such a way that their impacts upon the harbour-front environment and the affected areas would be minimised during their construction, operation and maintenance. Consideration should be given to providing communal facilities e.g. common utility duct, which will have a lesser space requirement compared with the aggregate total for individual facilities.



圖 15 擬議的上環海旁雨水抽水站（包括美化環境工程）
Proposed Sheung Wan stormwater pumping station along the harbour-front to include landscape works

城市設計

發展密度

- (a) 直接面向維多利亞港的發展應採納較低的發展密度，以建立一個符合人本比例的環境⁽⁵⁾，與海旁地區的環境互相配合。

建築物高度

- (b) 一般而言，在海旁地帶及附近進行發展應顧及建築物高度分級的輪廓，越接近維港的建築物應該越低矮，以避免高樓大廈充斥海旁，亦可增加眺望海景的看透度。
- (c) 應鼓勵沿海旁發展多元化及高度不同的建築羣，以增添視覺趣味，令維港的面貌多姿多采。

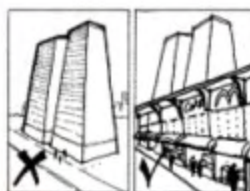


圖 16 適宜沿海旁進行低密度及符合人本比例的發展
Preferable lower density and human scale development along the harbour-front



圖 17 香港會議展覽中心與灣仔海旁環境互相配合
Hong Kong Convention and Exhibition Centre commensurate with Wan Chai harbour-front setting

URBAN DESIGN

Development Density

- (a) Developments fronting directly onto Victoria Harbour should adopt a lower development density to provide a human scale environment⁽⁵⁾, which is commensurate with the harbour-front setting.

Building Height

- (b) Developments within and around the harbour-front areas should generally adopt a gradation of height profile with building height descending towards the Harbour to avoid dominating the Harbour and to increase permeability to the water body.
- (c) Diversity in building mass and varying building heights along the harbour-front are encouraged to promote visual interest and create an interesting harbour image.

Landmark

- (d) Victoria Harbour in itself is an important landmark, and its setting and character should be preserved. Excessively tall built developments along the harbour-front which may adversely affect the image of the Harbour or its setting, whether they are iconic in design or otherwise, are undesirable.

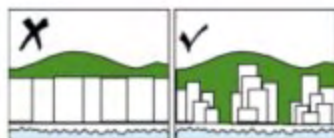


圖 18 鼓勵沿海旁發展一個隨岸高低有致的建築物高度輪廓
Descending and varying building height profile along the harbour-front is encouraged

地標

- (d) 維多利亞港本身已是一項重要的地標，其布局及特色應予以保留。在海濱興建超級摩天大廈，會破壞海港的景觀，無論該大廈是擁有別具特色的設計與否，均不理想。

滲透度

- (e) 建築羣的高度、布局及方向應小心配合，以增加景觀看透度。建築物之間及建築物內應留有開口／空透度間，以改善海旁的景觀。
- (f) 應在海旁興建佔地面積小的建築物，並盡量避免採用平台式建築，以免在維港沿岸形成「牆壁效應」，阻礙空氣流通及降低景觀看透度。
- (g) 在海旁進行的發展，倘建築物會對景觀看透度和／或空氣流通造成障礙，項目倡議者須在落實計劃前先進行各項有關的評估包括景觀



圖 19 建議在海旁興建佔地面積小的建築物
Recommended small footprint of harbour-front buildings

Permeability

- (e) Building mass of appropriate height, disposition and orientation should be carefully articulated to allow visual permeability, and openings / voids should be introduced between and within buildings to frame harbour-front views.
- (f) Harbour-front buildings should be of small footprint and avoid using podium as far as possible to avoid creating an impermeable 'wall' along the harbour-front and so hindering air circulation and reducing visual permeability.
- (g) Project proponents of harbour-front developments which have potential for creating barriers in respect of visual permeability and / or air circulation should undertake impact assessments such as visual impact assessment and air ventilation assessment to demonstrate acceptability of the proposals. For major Government projects, the guidance for carrying out air ventilation assessment is set out in the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Joint Technical Circular No. 1/06. Quasi-government organisations and the private sector are also encouraged to carry out air ventilation assessments to assess the impacts of their proposed developments on air circulation before implementation and to improve the design of the developments with a view to minimising such impacts.

(5) 建築物與空間是為人而設的，城市的各項元素、建築物和空間應與人本比例保持一定關係，令使用者感到方便、易於適應、並認同其設計。
Buildings and spaces are built for people. The elements of the city, buildings and space should bear a certain relationship to human proportion and facilitate easy usage, interaction and perception by the users.

評估和空氣流通評估等，以評估擬議發展的可接受性。就政府主要工程項目而言，房屋及規劃地政局與環境運輸工務局合訂了一份聯合技術通告1/06號，就該等項目在進行空氣流通評估方面提供指引。半官方團體及私人機構亦應在落實項目計劃前進行空氣流通評估，以評估擬議發展對空氣流通所造成的影響，並根據情況改善發展的設計，盡量減少有關影響。

- (h) 應細心安排建築物、休憩用地、公共空間及行人通道網絡的布局，以增設觀景廊，從而保護維港／山脊線／山峰／著名旅遊景點／其他重要視覺資源之間的景觀。有關安排亦可形成通風廊及風道，改善空氣流通。從扯旗山獅子亭眺望維多利亞港的景觀應予以保存，避免減少從該處可見的海面面積。



圖 20 牆壁型發展阻礙空氣流動及降低景觀通透度
Wall-type development hinders air circulation and reduces visual permeability

- (h) The inter-relationship between buildings, open space, public realm and pedestrian network should be carefully arranged to allow view corridors to preserve views to and from the harbour / ridgelines / peaks / famous tourist spots / other important visual resources, and to allow breezeways to enhance air circulation. Views from the Lion Pavilion at Victoria Peak to Victoria Harbour should also be preserved without reducing the visible water surface area.



圖 21 現時從山頂眺望維港的景觀(帶望點七)
Existing harbour views from the Peak (VP7)



圖 22 山脊線／山峰與維港沿岸主要望點之間的景觀應盡量保留
Views between ridgelines / peaks and major vantage points along the Harbour should be preserved as far as possible

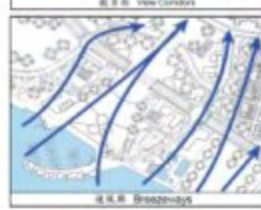


圖 23 保存觀景廊及通風廊
Preservation of view corridors and breezeways

街景設計

- (i) 鼓勵在海濱創造生氣洋溢的街景，並進行各式各樣的用途，例如在行人路旁設置商舖、酒吧及咖啡茶座，再配合海濱長廊，從而令維港更具活力，更添生氣。應避免在這些臨街地方設置機房或空白牆壁，倘無法避免，便應採取適當的改善景觀或園景美化措施，以舒緩在視覺上的負面影響。
- (j) 在適當位置提供優質的街道裝置、行人路面及公眾藝術／雕塑區，以凸顯設計主題或地區特色。應盡量減少可能會阻礙人羣的街道裝置。海旁地區的街景設計應考慮鄰近腹地的特色。應提供清楚的指示路標，以便引領行人到海旁。
- (k) 應設置配合海旁地區主題的街道裝飾照明。這些街道裝飾照明須與區內其他街道裝置的風格協調。在不影響交通及航海安全的情況下，可考慮在海旁地帶營造特別的燈光效果。



圖 24 海濱地區帶生氣洋溢，並進行多項活動
Active street frontage and activities along the harbour-front

Streetscape Design

- (i) Active street frontage with various street activities such as shop fronts, bars and cafes are encouraged along the harbour-front to integrate with the pedestrian promenades with a view to adding life and vitality to the Harbour. Mechanical plant rooms or blank walls should be avoided on these frontages or, if unavoidable, appropriate beautification or landscape measures should be incorporated to mitigate their adverse visual impacts.
- (j) High quality street furniture, paving and public art / sculptures should be provided along the harbour-front, and at selected locations to highlight the themed design or special character of the locality. Street furniture that may hinder pedestrian flow should be kept to a minimum. Streetscape design of the harbour-front areas could take into account the local character of the hinterland. Clear signage should be provided to indicate access routes leading to the harbour-front.
- (k) Decorative road lighting should be adopted to reflect and enhance the theme of the harbour-front areas and should harmonise with other street furniture in the locality. Special lighting features should be considered for the harbour-front areas, provided that traffic and navigational safety are not compromised.



圖 25 優質的街景設計
High-quality streetscape design



圖 26 海濱營造特別的燈光效果
Special lighting effect for the harbour-front

園景美化

- 維多利亞港兩岸均應提供園景美化設施，以盡量加強海旁地帶的綠化效果。鼓勵提供永久或臨時性質的園景美化設施，尤為可取的做法是把樹木栽種在地上及鋪設草地，以改善市容。不過，設計有關設施時必須確保它們不會影響人流，亦不會阻礙公眾往來海濱，例如可減少使用花槽。
- 應小心選擇所栽種植物的品種，須顧及地區特色、含鹽度高而且風勢較強的沿岸環境，以及個別地點的土壤情況。能夠抵受含鹽空氣及強風的樹木品種包括細葉榕、黃槿、白千層、紅雞蛋花及王棕。能夠適應沿岸惡劣環境並會長出美麗花朵的有花品種包括複羽葉欖樹、水黃皮、森樹、串錢柳、豬籠豆及節果決明。
- 應考慮進行主題種植，以建立風格或增強地方感。不同種類的土生植物亦應多選用。
- 應減少以混凝土鋪築路面，並盡量利用樹蔭和植物改善局部地區氣候，以及提供溫度適中的舒適環境。鼓勵設置足夠、舒適並有遮蔭的休憩處，加入配合海濱設計的長椅或座位。
- 宜進行適當的園景美化工程，例如綠化大廈的天台或平台。此外，在建建築物外牆進行垂直綠化也是可取的做法。

LANDSCAPING

- Areas along both sides of the Victoria Harbour should be landscaped to optimise greening of the harbour-front areas. Both permanent and temporary landscaping, preferably with tree planting into the ground and lawn, are encouraged to improve amenity. Attention should be given to the design such that they will not affect pedestrian flow and create barriers to public access to the harbour-front e.g. by avoiding use of planters.
- Planting species should be carefully selected, taking into account the local characteristics, salty and windy environment of the coastal areas and soil conditions of the particular location. Examples of tree species which can tolerate salt sprays and strong wind include *Ficus microcarpa*, *Hibiscus tiliaceus*, *Melaleuca quinquenervia*, *Plumeria rubra* and *Roystonea regia*. Examples of flowering species which are tolerant of coastal stresses and can display attractive flowers include *Koelreuteria bipinnata* (Golden Rain Tree), *Pongamia pinnata* (Pongia Oil Tree), *Melia azedarach* (Persian Lilac), *Callistemon viminalis* (Weeping Bottlebrush), *Cassia fistula* (Golden Shower) and *Cassia javanica* var. *indochinensis* (Pink and White Shower).



王棕
Roystonea regia



紅雞蛋花
Plumeria rubra



黃槿
Hibiscus tiliaceus



細葉榕
Ficus microcarpa



白千層
Melaleuca quinquenervia

圖 27
Fig 27 適合海旁環境的樹木種類例子
Examples of tree species suitable for harbour-front environment

- 所有沿海旁進行的擬議發展均應包括園景美化計劃。進行大型發展計劃則須提交綠化策略或園景美化建議，列明栽種植物的位置、植物的組合及種類。就維多利亞港沿岸個別發展批給契約或進行批地時，可加入適當的條款，要求申請人提交園景美化建議，而有關建議須符合批核當局的要求。



節果決明
Cassia fistula



烏桕
Melia azedarach



串錢柳
Callistemon viminalis



節果決明
Cassia javanica



水黃皮
Pongamia pinnata



串錢柳
Callistemon viminalis

圖 28
Fig 28 能適應沿岸惡劣環境的有花品種植物例子
Examples of flowering species that are tolerant of coastal stresses

- Thematic plantings to create identity or enhance the sense of place should be considered. Use of a diversity of indigenous species is encouraged.
- Hard surface paving should be reduced, and sunshades and vegetation should be maximised in order to improve microclimate and provide thermal comfort. Provision of adequate, comfortable, shaded areas for sitting out is encouraged, including benches or seating integrated into the seawall design.
- Appropriate treatment such as provision of greening on roof or on podium level of harbour-front buildings, and vertical greening is desirable.



圖 29
Fig 29 中環 2 號碼頭的天台花園
Rooftop garden of Pier 2, Central



圖 30
Fig 30 綠化平台
Greening on podium level

- Landscape schemes should form part of all proposed developments along the harbour-front. In cases of major development schemes, a greening strategy or landscape proposals setting out the location, composition and type of plants to be employed should be provided. Appropriate conditions should be included under the lease or land grant of individual developments along the Harbour to require the submission of landscape proposals to the satisfaction of the approving authority.

交通連接

- (a) 鼓勵沿海旁創造一個無車的環境。汽車通道、公用設施車輛入口、上落客設施及停車場通道，應只限位於海旁發展向內陸的一面，並把該地點調整成「行人優先」的環境，方便行人前往海旁地區。
- (b) 鼓勵沿海旁鋪設連貫的地面行人通道。倘因受到現有發展／構築物或個別情況的影響，以致無法鋪設有關通道，則應考慮提供另一條方便的通道，令沿海濱行走的通道能連續無間。



圖 31 盡量方便行人前往海濱地區
Maximising the accessibility to the harbour-front

PHYSICAL LINKAGE

- (a) A traffic-free environment along the harbour-front is encouraged. Vehicular circulation, service entrances, pick-up / set-down facilities and car parking access should be confined to landward side of harbour-front developments and scaled to allow "pedestrian preferential" movements to promote ease of access to the harbour-front.
- (b) The provision of a continuous pedestrian at-grade access along the harbour-front is also encouraged. Where the presence of existing developments / structures or local circumstances make such provision impossible, a convenient alternative passageway should be considered to allow seamless pedestrian movement along the harbour-front.
- (c) The harbour-front should be within easy reach of the general public. Integrated planning of an efficient public transport infrastructure including marine-transport such as ferry piers and landing steps at suitable locations is encouraged to enhance accessibility and connectivity of the harbour-front areas.
- (d) Pedestrian linkage in the form of elevated footbridge, underpass and at-grade crossing should be provided to create a direct and safe access to the harbour-front. In order to provide a user friendly and pleasant pedestrian linkage, at-grade crossing should be considered as far as possible when traffic conditions permit or, where appropriate, extension of an existing network of elevated walkway should be considered. Sustainable transport modes should also be considered, where appropriate, to facilitate access of pedestrians to the harbour-front.

- (c) 海濱地區應讓一般市民容易到達。鼓勵綜合規劃一個有效率的運輸基礎設施，包括海上運輸（如在適當地點建造渡輪碼頭及登岸梯級），以改善海旁地帶的交通暢達程度，以及與其他地區的連繫。
- (d) 應興建高架行人天橋、隧道及地面過路處，讓行人可安全地直接前往海濱。為了提供方便行人而且舒適的通道，倘交通情況許可，便應盡量優先考慮興建地面過路處，否則便應根據情況考慮興建現有的高架行人通道網絡。在合適的情況下，可考慮使用可持續交通運輸模式，以方便行人前往海濱。
- (e) 設計高架或地下通道時，鼓勵使用升降機／扶手電梯，確保通過舒適而且暢通無阻，尤其可配合長者及殘疾人士的需要。設計高架通道時應包括園景美化工程。在主要的位置可考慮興建別具特色的行人橋。
- (f) 現有連接海旁的高架行人天橋或隧道應進行改善及美化工程，為行人提供一個吸引和舒適的步行環境。



圖 32 擬在中環海濱興建全面的行人連通網絡
Proposed comprehensive pedestrian linkages along the Central harbour-front

- (e) In designing elevated or underpass linkage, the use of lifts / escalators is encouraged for comfortable and barrier-free access, especially to cater for the elderly and persons with disabilities. Landscape treatment should be incorporated in the design of elevated linkages. Feature bridges could be considered at key locations.
- (f) Existing elevated or underpass linkages to the harbour-front should be upgraded or refurbished to improve attractiveness and promote a pleasant walking environment.



圖 33 擬擴建的灣仔海濱行人連通網絡
Proposed extension of pedestrian network for Wan Chai harbour-front

土地平整

- (a) 根據終審法院就《保護海港條例》（香港法例第531章）的詮釋所作的裁決，除非項目倡議者能證明填海工程有「凌駕性公眾需要」，否則維多利亞港不得進行任何填海工程。這個公眾需要（包括社區的經濟、環境和社會需要），必須是當前迫切的，同時又沒有另一個合理的解決方法。
- (b) 當項目倡議者能證明填海工程有「凌駕性公眾需要」時，填海的範圍不能超越「凌駕性公眾需要」所訂定的限度，而所有填海的建議，必須得到充分理據的支持。
- (c) 鼓勵改善海濱環境，讓公眾人士可更加接近海港。若有關改善工程需要進行少量填海，項目倡議者須證明有關填海工程有「凌駕性公眾需要」，方可進行。每項填海建議需按個別項目的優點考慮。項目倡議者必須在計劃初期邀請公眾參與及發表意見，以確定其「公眾需要」及就有關計劃建立共識。



圖 34 任何在維多利亞港內的進一步填海工程必須通過「凌駕性公眾需要」的測試
Fig. 34 Any further reclamation in the Victoria Harbour must satisfy the overriding public need test

LAND FORMATION

- (a) In accordance with the judgement of the Court of Final Appeal on the interpretation of the Protection of the Harbour Ordinance, Cap. 531, there should be no reclamation in Victoria Harbour unless the project proponent can demonstrate that there is an overriding public need for reclamation. Such public need would include the economic, environmental and social needs of the community and it must be a compelling and present need with no reasonable alternative to reclamation.
- (b) Where reclamation is justified on ground of overriding public need, the extent of reclamation should not go beyond that required by the overriding public need and each area proposed to be reclaimed must be justified in this regard.
- (c) Enhancement of the harbour-front environment to bring the public closer to the water bodies is encouraged. If, by so doing, it will require minimal land formation, such reclamation may be carried out provided that it can satisfy the overriding public need test. Each proposal should be considered on its own merits. The public should be engaged at an early stage to ascertain the 'public need' and build consensus on the proposal.

海旁管理

- (a) 鼓勵私營機構參與，提供融資、發展及／或管理私人發展項目毗鄰的公眾海濱長廊或休憩用地。
- (b) 政府應以積極進取、支持、協調及靈活的方式管理海旁地區，例如對小商戶及街頭藝術表演者採取較寬鬆的牌照批發政策或制度，以期改善海旁的環境，並推行各種如小規模零售／飲食、文化／社交項目及街頭表演等活動，供市民大眾欣賞。
- (c) 海濱長廊及休憩用地在日間及晚上均應開放。若未能提供二十四小時開放時間，亦應盡量延長其開放時間，免費供公眾享用。
- (d) 廢紙、垃圾、污水、固體廢物或其他污染物不得排入或傾卸入雨水排放系統。所有可能會污染環境的物料（例如堆存的建築物料）均須小心貯存及處理，以免對排放的雨水及海港造成污染。
- (e) 政府應與居民、區議會、旅遊事務相關組織、有關社會人士及市民大眾緊密合作，共同管理維港及其海旁地區。

HARBOUR-FRONT MANAGEMENT

- (a) Private sector involvement is encouraged to finance, develop and / or manage public waterfront promenades or open spaces adjoining a private development.
- (b) The Government should adopt a proactive, supportive, coordinated and flexible approach in the management of the harbour-front areas, for example, adopt more liberal licensing policies or permit systems for stalls, vendors, entertainers etc., in public areas, with a view to enhancing the harbour-front environment and facilitating such activities as small-scale retail / dining activities, cultural / social events and street performances for public enjoyment.
- (c) Waterfront promenades, sitting out areas and open spaces should be open to the public free of charge during both day and night time and, if opening for 24 hours a day is not practicable, should be closed as late as possible.
- (d) Litter, rubbish, wastewater, solid waste or other contaminants must not be disposed of or dumped in the stormwater system. All potentially polluting materials such as building material stockpiles should be stored and handled with care to prevent contamination of stormwater and pollution of the Harbour.
- (e) The Government should work closely with the local community, District Councils, tourism organisations, relevant stakeholders and the public on the management of the Harbour and its harbour-front areas.

可持續發展

- (a) 各項目倡議者應確保其發展建議符合上述各方面的規定（凡適用者），並須詳細考慮發展項目在經濟、社會及環境方面的影響，以滿足現今世代人士的需要，而又不損及後代人滿足其需求的能力。項目倡議者可參考 **附件 IV** 的可持續發展指標，以檢視其發展建議對可持續發展的影響。
- (b) 就沿海的發展建議／工程項目作出決定時，須衡量不同方案的短期成本效益及其長遠利益，確保所選取的方案充分切合後代子孫的需要。舉例來說，在海旁地底鋪設主幹路雖然可能會在經濟方面構成影響如導致建築成本大幅增加，但長遠來說，會改善海旁環境素質，並可騰出更多海旁用地進行社交／文化活動，增加公眾享用海港的機會。
- (c) 至於會影響海港或海旁地帶的大型公共工程項目，項目倡議者應進行可持續發展評估，以評估該等發展建議對可持續發展的影響，務求能就經濟、社會及環境各方面的主要因素，作出妥善平衡和通盤的考慮。
- (d) 應鼓勵廣泛採納環保樓宇原則，以期改善局部地區氣候及節約能源和其他資源。鼓勵項目倡議者進行環保樓宇評估以評估及改善樓宇就環保方面的效能。

- (e) 鼓勵使用環保物料（包括再造物料）及根據可持續發展原則選用天然資源、再生能源及具能源效益的設施。
- (f) 鼓勵使用循環再利用水，例如以收集的天然雨水或從附近設施經過濾的廢水／污水來灌溉園景植物。亦應考慮發展可持續排水系統⁽⁶⁾。

SUSTAINABLE DEVELOPMENT

- (a) Project proponents should ensure that their development proposals comply with the requirements set out in these guidelines, where applicable, and should give due consideration to the economic, social and environmental aspects of development, thereby meeting the needs of the present generation, without compromising the needs of future generations. Project proponents can make reference to the sustainability indicators at **Annex IV** to assess the sustainability implications of their proposed developments.
- (b) In the decision-making process of a development proposal / work project along the harbour-front, the long-term benefits must be evaluated against the short-term cost-effectiveness of different options to ensure that the needs of future generations are fully addressed. For example, putting a harbour-front trunk road underground may have economic implications such as a substantial increase in the construction cost, but by doing so it will improve environmental quality along the harbour-front in the long run and will free up more harbour-front space for social / cultural activities to enhance public enjoyment of the Harbour.
- (c) For large-scale public projects affecting the Harbour or the harbour-front areas, the project proponents should carry out a sustainability assessment to evaluate the sustainability implications of the development proposals with a view to achieving a proper balance and integration of the key considerations from the economic, social and environmental perspectives.

- (d) Wide adoption of green building principles should be encouraged with a view to improving microclimate, healthy living as well as achieving conservation of energy and other resources. Project proponents are encouraged to carry out green building assessments to evaluate and improve the building environmental performance.
- (e) Use of environmentally friendly materials including recycled materials and sustainable use of natural resources, renewable energy and energy efficiency facilities is encouraged.
- (f) Use of recycled water, for example, from rain collection or properly treated sewage effluent or grey water from nearby facilities is encouraged for landscaping irrigation systems. Consideration should be given to developing sustainable drainage systems⁽⁶⁾.

⁽⁶⁾ 常見的可持续排水系統裝置包括透水地面、綠化天台、透透渠和植生透渠帶。
Some of the most popular components of sustainable drainage systems include pervious surfaces, green roofs, filter drains and filter strips.

臨時土地用途

- (a) 海旁地帶內的臨時用途不應妨礙公眾欣賞海港的景色或令公眾不能暢達海港，亦不應對區內交通及環境造成不良影響。應鼓勵以積極改善海旁環境供公眾享用為首要目的。舉凡與海旁環境不協調的臨時用途應在續約前先行檢討。
- (b) 海旁用地的臨時用途應設給短年期，以便為土地運用提供彈性，以配合不斷轉變的情況。



圖 35 西九龍設有臨時海濱長廊供公眾享用
Fig. 35 Temporary waterfront promenade in West Kowloon for public enjoyment

TEMPORARY LAND USES

- (a) Temporary uses along the harbour-front areas should not affect public visual or physical access to the Harbour, nor should they have adverse traffic and environmental impacts to the locality. Measures to positively enhance the area for public enjoyment should be encouraged as a priority. Temporary uses which are not compatible with the harbour-front environment should be reviewed before further tenancy renewal.
- (b) Temporary land use along the harbour-front should preferably be granted on short, fixed terms so as to allow flexibility to take account of changing circumstances.
- (c) Temporary structures or advertising signs on open ground along the harbour-front, which may affect visual access to the Harbour, should be kept to the minimum. These structures or advertising signs should be designed to blend in with the surrounding developments / structures and create positive visual impact to and from the Harbour.

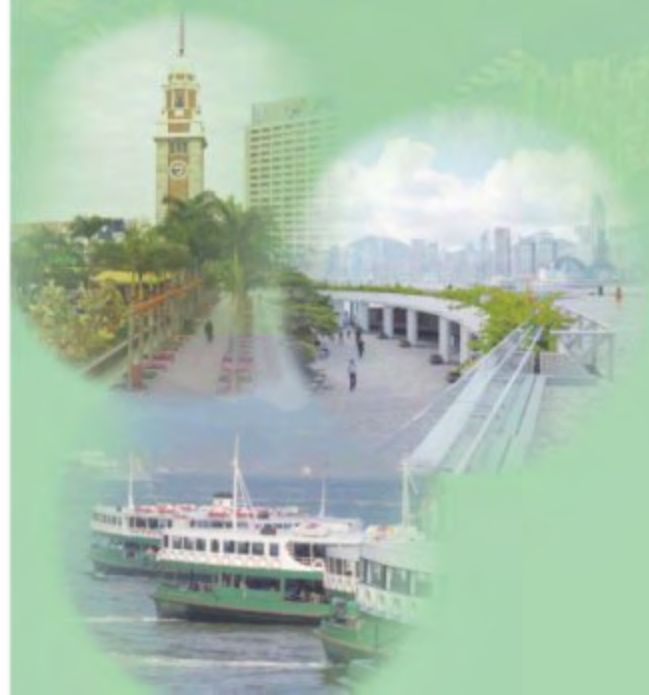
- (c) 海旁空地上的臨時構築物或廣告牌可能會遮擋海港的景色，因此應盡量減至最少。這些構築物或廣告牌的設計，應與附近地區的發展／構築物協調，及能助提升海港或岸上的視覺效果。
- (d) 若海旁用地的長遠發展有待落實，便應爭取機會在短期內把有關土地優化，令公眾可盡早享用海港。優化海旁的主要措施包括改善公眾前往海旁的交通連接，沿海港一帶設置海濱長廊、綠化海岸，移走所有不必要的圍欄，美化海旁工程圍板，推廣水上活動，適當地協調海陸用途，以及提供更多公眾消閒及娛樂活動，使海港更有朝氣。
- (e) 在海旁地帶內的臨時發展粗約或工程規格附表內，可納入適當條款，鼓勵項目倡議者提交合適的美化環境建議，以提升海旁的吸引力。



圖 36 鼓勵把海旁地區用作短期的娛樂用地
Fig. 36 Short-term use for entertainment purpose along the harbour-front is encouraged

- (d) Opportunities should be taken to develop harbour-front sites (pending permanent development) for quick-win enhancement to promote public enjoyment of the Harbour. Major elements of harbour-front enhancement include improving public access to the harbour-front, providing promenades around the Harbour, greening the harbour shoreline, removing all unnecessary fencing, beautifying hoardings with interesting designs, promoting marine uses with suitable land-water interfaces and providing opportunities for public leisure and entertainment activities to promote vibrancy.
- (e) Appropriate clause(s) should be included in the tenancy agreement or technical schedule for temporary developments in the harbour-front areas to encourage provision of suitable landscape proposals for harbour-front enhancement.

附件
ANNEXES



維多利亞港及其海旁地帶 — 理想、使命及規劃原則

維多利亞港：理想

優化維多利亞港及其海旁地帶，使成為富吸引力、朝氣蓬勃、交通暢達和可持續發展的世界級資產：港人之港、活力之港。

維多利亞港：使命

透過有效和均衡地使用海陸資源，嚴格進行「海港規劃原則」，以及開放透明的公眾參與過程，實現維多利亞港的理想。

海港規劃原則

「海港規劃原則」由共建維港委員會制訂和監察，是一套供各界人士和團體參考的指引，以促進維多利亞港及其海旁地帶的可持續規劃、保存、發展與管理。

保存維多利亞港

原則 1 保護和保存維多利亞港，作為香港市民和訪客共享的特殊公眾天然和文化資產，以及創建經濟和社會價值的動力。

公眾參與

原則 2 透過提高透明度和建立多方面共識，讓社會各界人士及早和持續地參與維多利亞港及其海旁地帶的規劃、發展和管理。

可持續發展

原則 3 維多利亞港及其海旁地帶的規劃、發展和管理，須秉承可持續發展的原則，平衡和滿足現代各階層人士的經濟、社會和環境需要，而又不曾損及後代人滿足其需求的能力。

綜合規劃

原則 4 必須就基建、土地和海事用途方面，進行綜合和長遠的規劃、發展和管理，及保持優良水質，以確保維多利亞港及其海旁地帶能符合和提升香港市民對經濟、環境和社會的期望。

積極改善海港

原則 5 維多利亞港的規劃、發展和管理必須積極進取，以改善維多利亞港及其海旁地帶，使之成為在國際社會內象徵香港的標誌和卓越城市設計的品牌。

朝氣蓬勃的海港

原則 6 維多利亞港既是航運物流樞紐，提供安全和高效率的客貨運輸，亦是文娛消閒地區，兩者之間必須取得平衡。海上和陸上活動必須兼顧得宜，以滿足社會不同階層人士的訴求。

交通暢達的海港

原則 7 透過充裕而暢通無阻及便利行人的觀景廊及通道（以地面通道為宜），把維多利亞港的海旁及其海旁地帶與離海旁較遠的地區整體地聯繫起來。

公眾享用的地方

原則 8 維多利亞港及其海旁地帶的規劃、發展和管理，必須令公眾能夠盡量享用海港及其海旁地帶。應盡量減少利用海旁地帶作基建發展、公用設施裝置，和與「海港規劃原則」不符的用途，以及應盡量減低這些發展和用途所帶來的影響。

(此乃獲共建維港委員會於2006年4月27日通過的修訂本。)

VICTORIA HARBOUR AND ITS WATERFRONT AREAS VISION, MISSION & PLANNING PRINCIPLES

Victoria Harbour: Vision

To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life.

Victoria Harbour: Mission

To realise the vision of Victoria Harbour through effective and balanced utilisation of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process.

HARBOUR PLANNING PRINCIPLES

The Harbour Planning Principles were developed and are monitored by the Harbour-front Enhancement Committee as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas.

Preserving Victoria Harbour

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

Stakeholder Engagement

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

Sustainable Development

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

Integrated Planning

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

Proactive Harbour Enhancement

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

Vibrant Harbour

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

Accessible Harbour

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

Public Enjoyment

Principle 8 The planning, development and management of Victoria Harbour and its harbour-front areas should maximise opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the Harbour Planning Principles should be minimised.





































(This is a revised version endorsed by the Harbour-front Enhancement Committee on 27.4.2006.)





























Relationship between the Harbour Planning Guidelines (HPGs) and Harbour Planning Principles (HPPs)

The HPGs are grouped under nine aspects, namely, public engagement, land use planning, urban design, landscaping, physical linkage, land formation, harbour-front management, sustainable development and temporary land uses. While some of the guidelines may be specifically targeted at achieving a particular principle of the HPPs, many of them would comply with multiple principles. The relationship between the HPGs and the HPPs is depicted in the matrix below.

海濱規劃原則 Harbour Planning Principles	原則 1 保存維多利亞港 Principle 1 Preserving Victoria Harbour	原則 2 相關社會人士的參與 Principle 2 Stakeholder Engagement	原則 3 可持續發展 Principle 3 Sustainable Development	原則 4 綜合規劃 Principle 4 Integrated Planning	原則 5 積極改善海港 Principle 5 Proactive Harbour Enhancement	原則 6 朝氣蓬勃的海港 Principle 6 Vibrant Harbour	原則 7 交通暢達的海港 Principle 7 Accessible Harbour	原則 8 公眾享用的地方 Principle 8 Public Enjoyment
1 公眾參與 Public Engagement								
a. 發展規模與公眾參與活動的形式之間的關係 Relationship between scale of development and form of public engagement.		●						
b. 就大型公共項目、填海工程或對全港發展影響重大的工程而舉辦的公眾參與活動 Engagement process for large-scale public project or project involving reclamation or project of territorial significance		●						
c. 就離港和離港兩岸私人發展建議的小型公眾項目而舉辦的公眾參與活動 Engagement process for private development proposal or small-scale public project in and around Victoria Harbour		●						
d. 提高公眾對指引的意識及提供足夠的諮詢資料 Promoting public awareness of the Guidelines and provision of sufficient information for consultation		●						
e. 在規劃與實施過程中及就用途作出重大改變時繼續邀請公眾參與 Public engagement for operation and key changes in uses		●						
2 土地用途規劃 Land Use Planning								
多元化的用途 Diversity of Uses								
a. 令海濱朝氣蓬勃的用途 Uses to promote vibrancy of Harbour				●	●	●		●
b. 在海港內提供航運和物流設施及遷移不協調的用途 Provisions for maritime and logistics facilities and relocation of incompatible land uses			●	●	●	●		●
c. 平衡海旁地帶內的土地用途組合 Balanced mix of land uses in the harbour-front areas			●	●		●		

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d. 檢討尚未發展土地的發展密度和土地用途 Review on development intensity and uses of uncommitted sites									
康樂和消閑用途 Recreation and Leisure Uses									
e. 提供更多作康樂和消閑用途的公共空間 More public space for recreation and leisure uses									
f. 靜態康樂和消閑活動 Passive recreation and leisure activities									
g. 水上康樂活動 Marine-based recreation activities									
休憩用地 Open Space									
h. 把內陸的休憩用地與海濱連接起來 Inland open space linking to the harbour-front									
i. 海濱休憩用地的規劃 Planning of harbour-front open space									
j. 闢設連貫的海濱長廊 Provision of continuous waterfront promenade									
k. 把空置土地用作臨時公眾休憩用地 Temporary use of vacant land for public open space									
l. 在休憩用地設置地標景物 Provision of focal features in open space									
m. 把發展後移以設立海濱長廊 Provision of waterfront promenade by setback of development									
文化遺產 Cultural Heritage									
n. 保留具歷史意義或文化價值的建築物／構築物 Structures / places with historic or cultural values to be preserved									
o. 毗鄰的發展應與具歷史價值的建築物互相協調 Adjacent developments compatible with heritage features									
p. 進行推廣文化遺產價值的活動 Activities to promote heritage values									
基建設施和公用事業設施 Infrastructure and Utility Installations									
q. 就基建設施和公用設施裝置進行土地管理 Land management for infrastructure facilities and utility installations									

海港規劃指引 Harbour Planning Guidelines	海港規劃原則 Harbour Planning Principles	原則 1 保存維多利亞港 Principle 1 Preserving	原則 2 相關社會人士的參與 Principle 2 Stakeholder	原則 3 可持續發展 Principle 3 Sustainable	原則 4 綜合規劃 Principle 4 Integrated Planning	原則 5 積極改善海港 Principle 5 Proactive Harbour	原則 6 朝氣蓬勃的海港 Principle 6 Vibrant Harbour	原則 7 交通暢達的海港 Principle 7 Accessible Harbour	原則 8 公眾享用的地方 Principle 8 Public Enjoyment
3 城市設計 Urban Design									
發展密度 Development Density									
a. 海旁地區的發展密度 Harbour-front development density									
建築物高度 Building Height									
b. 梯級式的建築物高度輪廓 Stepped building height profile									
c. 多元化的建築羣 Diversity of building mass									
地標 Landmark									
d. 維多利亞港是一項重要地標 Victoria Harbour as an important landmark									
滲透度 Permeability									
e. 建築羣的設計應增加景觀看透度 Design of building mass to allow visual permeability									
f. 興建佔地面積小的建築物並避免採用平台式建築 Buildings of small footprint and avoid podium									
g. 進行評估 Undertaking of impact assessments									
h. 增設觀景廊及通風廊 Creation of visual corridor and breezeway									
街景設計 Streetscape Design									
i. 生氣洋溢的街景 Active street frontage									
j. 優質的街道裝置及行人路面 High quality street furniture and paving									
k. 特別的燈光效果 Special lighting features									
4 園景美化 Landscaping									
a. 沿海旁提供園景美化設施 Landscaping along harbour-front									
b. 植物品種 Planting species									
c. 主題種植 Thematic planting									

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d. 廣植樹木 Maximising vegetation						<div></div>			<div></div>
e. 綠化天台／平台 Greening on roof / podium						<div></div>			
f. 提交園景美化建議的規定 Requirement of landscape proposals						<div></div>			
5 交通連接 Physical Linkage									
a. 無車環境 Traffic-free environment					<div></div>			<div></div>	<div></div>
b. 連貫的地面行人通道 Continuous pedestrian at-grade access								<div></div>	<div></div>
c. 對運輸基礎設施(包括海上運輸)進行整體規劃 Integrated planning of transport infrastructure including marine-transport					<div></div>			<div></div>	
d. 改善行人通道 Improved pedestrian linkage					<div></div>			<div></div>	<div></div>
e. 設計天橋或隧道(升降機／扶手電梯) Design of elevated or underpass linkage (lifts / escalators)					<div></div>			<div></div>	<div></div>
f. 改善現有行人通道 Upgrading of existing linkages					<div></div>			<div></div>	<div></div>
6 土地平整 Land Formation									
a. 填海須有凌駕性公眾需要 Overriding public need test for reclamation	<div></div>			<div></div>					
b. 進行最少的土地平整 Minimal land formation	<div></div>			<div></div>					
c. 改善海濱環境 Harbour-front enhancement	<div></div>	<div></div>		<div></div>		<div></div>			<div></div>
7 海旁管理 Harbour-front Management									
a. 公營部門與私人機構合作 Public and private partnership					<div></div>				
b. 政府對海旁地區的管理 Government management of the harbour-front area						<div></div>			<div></div>
c. 海濱長廊及休憩用地開放供市民免費享用 Free usage of waterfront promenade and open spaces									<div></div>

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d. 避免對海港造成污染 Avoid pollution of Harbour				<div></div>	<div></div>				
e. 政府與市民攜手合作 Collaboration between Government and the community			<div></div>						
8 可持續發展 Sustainable Development									
a. 詳細考慮經濟、社會及環境事宜 Due consideration to economic, social and environmental aspects				<div></div>					
b. 衡量長遠和短期利益 Long-term versus short-term benefits				<div></div>					
c. 可持續發展評估 Sustainability assessment				<div></div>					
d. 採納環保樓宇原則 Adoption of green building principles				<div></div>					
e. 使用環保物料 Use of environmentally friendly materials				<div></div>					
f. 使用循環再用水 Use of recycled water				<div></div>					
9 臨時土地用途 Temporary Land Uses									
a. 考慮海旁地區的臨時用途 Consideration of temporary uses along the harbour-front				<div></div>		<div></div>			<div></div>
b. 就臨時用途批給短年期 Short, fixed term for temporary uses				<div></div>					
c. 空地上的臨時海旁構築物／廣告牌 Temporary waterfront structures / advertising signs on open ground						<div></div>		<div></div>	
d. 短期內優化海旁地區 Quick-win enhancement						<div></div>		<div></div>	<div></div>
e. 就臨時發展提交美化環境建議 Landscape proposal for temporary development						<div></div>			

可持續發展原則和指標 Sustainability Principles and Sustainability Indicators

Sustainability Principles and Sustainability Indicators

下列的可持續發展原則和指標是參考「灣仔發展計劃第二期檢討」和「中環新海濱城市設計研究」所訂定的相關原則和指標而制定。該些原則和指標並非詳盡無遺，只供參考之用。項目倡議者可因應個別情況修改或增訂有關原則和指標。

The sustainability principles and indicators set out below were drawn up with reference to those derived under the Wan Chai Development Phase II Review and the Urban Design Study for the New Central Harbourfront. These principles and indicators provide general reference only and are not exhaustive. Project proponents are encouraged to vary or expand the list to suit individual circumstances.

可持續發展原則 Sustainability Principles	社會指標 Social Indicators	經濟指標 Economic Indicators	環境指標 Environmental Indicators
1. 活化海濱 Promote vibrancy of the Harbour	<ul style="list-style-type: none"> 增加多元化活動，適合不同時間及不同年紀人士的需要 Increase in diversity of activities at different times for all age and social groups 增加地區景點，供市民享用 Increase in local attractions for public enjoyment 提供聚集地點以加強人際連繫 Provision of focal points to enhance social interaction 	<ul style="list-style-type: none"> 增加不同類型的經濟活動 Increase in diversity of economic activities 增加吸引遊客的活動 Increase in tourism activities 提供多元化的商機 Increase in business opportunities 海濱與腹地經濟發展互相融合 Enhanced economic integration with hinterland 	<ul style="list-style-type: none"> 協調的土地用途及海上設施 Compatible land uses and marine facilities 減少海旁基建設施及公用設施裝置的佔地面積及規模，以騰出空間供市民享用海港 Minimise land intake and scale of infrastructure / utility facilities at waterfront to free up land / space for public enjoyment
2. 改善海濱的可達性 Improve accessibility to the Harbour	<ul style="list-style-type: none"> 行人優先的海濱環境 Pedestrian priority environment along waterfront 提供安全、直接、方便和無障礙通道前往海濱，適合不同年紀及各階層人士需要 Provision of safe, direct, convenient and barrier-free access to the waterfront for all age and social groups 改善海濱與腹地的連接通道 Improved physical linkages with hinterland 提供多類型交通運輸模式，以供選擇 More choices of transport modes 	<ul style="list-style-type: none"> 縮短行程時間 Reduction in travelling time 節省交通費開支 Reduction in travelling cost 節省能源消耗成本 Reduction in energy consumption cost 	<ul style="list-style-type: none"> 無污染的行人環境 Pollution-free environment along pedestrian linkages 人車分隔 Segregation of pedestrian and vehicular traffic 為改善行人通道環境所提供的景觀美化設施 Improved pedestrian walking environment with landscape features / quality design 使用可持續發展或環保交通工具 Use of sustainable or environmentally friendly transport
3. 保護海港和保存文化遺產 Preserve the Harbour and conserve cultural heritage	<ul style="list-style-type: none"> 增加活動以保存在海濱現存的文化古蹟，加強社會對海港的歸屬感 Increase in activities which conserve existing cultural heritage along the harbour-front to enhance social attachment 提供專用場地舉辦活動，促進市民大眾對保護海港和保存文化遺產的關注 Provision of dedicated venues to promote public awareness on preserving the Harbour and conserving cultural heritage 	<ul style="list-style-type: none"> 增加具有文化價值的經濟活動 Increase in business opportunities relating to cultural heritage 增加吸引遊客並能推廣文化遺產的活動 Increase in tourism activities relating to cultural heritage 	<ul style="list-style-type: none"> 減少填海範圍以保存現有的海港環境 Minimise reclamation to preserve harbour setting 保存天然海岸線 Preserve natural coastline 為文化古蹟及具歷史價值的建築物提供相配合的環境 Provision of a compatible setting for buildings of cultural heritage and historical values 以優質樓宇設計提高海港形象 Enhanced harbour image through quality building design 恰當的海濱樓宇高度 Sensitive building heights along waterfront

可持續發展原則 Sustainability Principles	社會指標 Social Indicators	經濟指標 Economic Indicators	環境指標 Environmental Indicators
<p>4. 提升海濱環境素質 Enhance environmental quality</p>	<ul style="list-style-type: none"> 改善市民生活及工作環境 Enhanced living and working environment for people 改善行人環境 Enhanced pedestrian environment 增加水上康樂活動供市民享用 Increase in marine based recreational activities for public enjoyment 增加戶外活動 More outdoor activities 	<ul style="list-style-type: none"> 節省能源消耗成本 Reduction in energy consumption cost 善用現有基建設施 Better utilisation of existing infrastructures 善用循環再用物料、天然資源及再生能源 Better utilisation of recycled materials, natural resources and renewable energy 	<ul style="list-style-type: none"> 改善空氣質素 Air quality improved 改善水質 Water quality improved 減少噪音 Noise nuisance reduced 改善惡臭氣味情況 Odour condition improved 改善空氣流通 Air circulation improved 改善海浪情況 Wave condition improved 改善海洋生態 Marine ecology improved 減少固體廢物及污染物排放 Solid waste and pollutant emission reduced 改善衛生情況 Hygienic condition improved 採用環保建築設計 Building design with environmentally friendly features
<p>5. 優化景觀、綠化和提高用地質素 Enhance visual amenity, landscape and quality of space</p>	<ul style="list-style-type: none"> 增加主題式綠化公共空間 Increase in public space with landscape features / thematic planting 為不同年齡、社群提供合適設施 Provision of suitable facilities for different age and social groups 增加有遮蔭的休憩空間供市民享用 Increase in shaded area for public enjoyment 增加觀景台讓市民欣賞海港及其他重要視覺資源 Increase in look-out points to give public opportunity for visual appreciation of the Harbour and other visual resources 提供公共空間讓市民接近海港 Increase in public space where people can get closer to the water bodies 	<ul style="list-style-type: none"> 提供商機予性質能配合周邊環境的活動 Increase in economic activities with compatible visual / landscape character 	<ul style="list-style-type: none"> 提供綠化地方 Increase in landscaped area 開敞景觀 Enhanced openness 讓公眾可欣賞海港景色 Enhanced visual access to the Harbour 讓公眾可遠眺山脊線及其他重要視覺資源 Enhanced visual appreciation to the ridgelines and other visual resources 多元化及高質素設計，以提供優越環境 Good environment with quality design / visual variety

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圖 Fig. 1, 2, 6, 11, 12, 13, 17, 20, 21, 25, 29, 34, 35, 36	規劃署 Planning Department
圖 Fig. 3, 24	《啓德規劃檢討－第3階段公眾參與：初步發展大綱圖－公眾諮詢摘要（三）》 <i>Kai Tak Planning Review – Stage 3 Public Participation: Preliminary Outline Development Plan, Public Consultation Digest (3)</i>
圖 Fig. 4, 13, 14, 16, 18 (經修訂modified), 19, 20, 22 (經修訂modified), 23, 30, 31	《香港規劃標準與準則》 <i>Hong Kong Planning Standards and Guidelines</i>
圖 Fig. 5, 7	《海港及海旁地區規劃研究－行政摘要》 <i>Planning Study on the Harbour and its Waterfront Areas – Executive Summary</i>
圖 Fig. 8	共建維港委員會 Harbour-front Enhancement Committee
圖 Fig. 9, 32	《中環新海濱》 <i>The New Central Harbourfront</i>
圖 Fig. 10, 26	《優化灣仔、銅鑼灣及鄰近地區海濱的研究，建立共識階段－公眾參與小錦囊》 <i>Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas, Realization Stage - Public Engagement Digest</i>
圖 Fig. 15	渠務署 Drainage Services Department
圖 Fig. 27	「香港植物標本室」網頁 "Hong Kong Herbarium" website
圖 Fig. 28	<i>Hong Kong Trees</i>
圖 Fig. 33	<i>Wan Chai Development Phase II – Concept Plan</i>

在政府土地上進行海濱優化工程的時間表
Timetable for Harbourfront Enhancement Works on Government Land

<p style="text-align: center;"><i>海濱優化工程</i> <i>Harbourfront Enhancement Works</i></p>		<p style="text-align: center;"><i>預計竣工年份</i> <i>Anticipated Year of Completion</i></p>
A1	<p>中山紀念公園以西的水務署西區過海水管及淨化海港計劃設施竣工後的景觀美化區 Landscaped area west of Sun Yat Sen Memorial Park (SYSMP) after completion of Water Supplies Department's Western Cross Harbour water main and Harbour Area Treatment Scheme facilities</p>	2012 - 2014
A2	<p>中山紀念公園暨游泳池場館 SYSMP and Swimming Pool Complex</p>	2011
A3	<p>大笪地與中山紀念公園之間的行人連接道 Pedestrian link between Gala Point and SYSMP</p>	2009
A4	<p>上環大笪地海濱公園 Waterfront park at Sheung Wan Gala Point</p>	2009
A5	<p>添馬艦發展工程內的休憩用地 Open Space within the Tamar Development Project</p>	2011
A6	<p>沿前北角邨東面地盆的臨時海濱長廊 Temporary waterfront promenade along eastern part of ex-North Point Estate site</p>	2009
A7	<p>愛秩序灣公園 Aldrich Bay Park</p>	2011
A8	<p>觀塘公眾貨物裝卸區之 200 米臨時海濱長廊 200-metre temporary waterfront promenade at Kwun Tong Public Cargo Working Area</p>	2009
A9	<p>跑道公園</p>	2013*

* 發展時間表有待檢討，以配合郵輪碼頭的竣工時間。

Implementation programme under review to tie in with the completion schedule of the cruise terminal.

<p><i>海濱優化工程</i></p> <p><i>Harbourfront Enhancement Works</i></p>		<p><i>預計竣工年份</i></p> <p><i>Anticipated Year of Completion</i></p>
Runway Park		
A10	<p>浙江街休憩用地</p> <p>Open Space at Chi Kiang Street</p>	2013
A11	<p>大環山公園(海濱長廊)美化工程</p> <p>Beautification works of Tai Wan Shan Park (Promenade)</p>	2009
A12	<p>在尖沙咀發展露天廣場</p> <p>Development of a Piazza in Tsim Sha Tsui</p>	2013
A13	<p>位於原大角咀巴士總站舊址的休憩用地</p> <p>Open space at ex-Tai Kok Tsui Bus Terminus</p>	2013
A14	<p>大角咀海旁的海濱長廊(毗鄰 KIL11146)</p> <p>Waterfront promenade along Tai Kok Tsui waterfront (adjoining KIL11146)</p>	2012
A15	<p>青衣担杆山路的休憩用地</p> <p>Open space at Tam Kon Shan Road, Tsing Yi</p>	2009

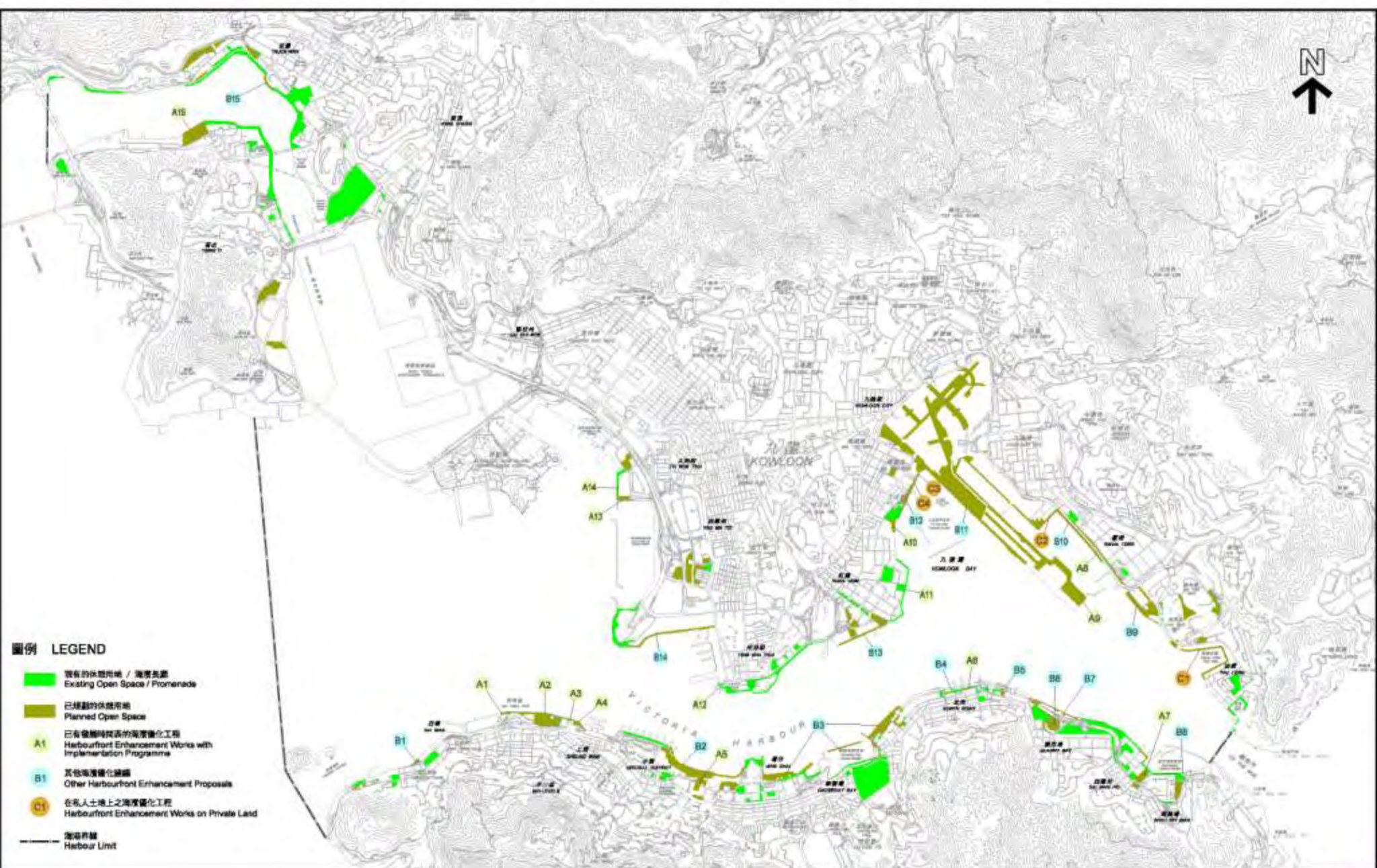
其他可在政府土地上進行的海濱優化工程
**Other Possible Harbourfront Enhancement Proposals on
 Government Land**

<p style="text-align: center;"><i>海濱優化工程</i> <i>Harbourfront Enhancement Works</i></p>	<p style="text-align: center;"><i>備註</i> <i>Remarks</i></p>
<p>B1 城西道休憩用地 Open space at Shing Sai Road</p>	<p>待現時的臨時巴士總站重置後發展 Subject to reprovisioning of the existing temporary bus terminus</p>
<p>B2 中環新海濱的海濱長廊及休憩用地 Waterfront promenade and open space at the new Central harbourfront</p>	<p>實施時間須配合中環新海濱未來發展 To tie in with future development of the new Central harbourfront</p>
<p>B3 沿灣仔新海旁的休憩用地 Open space along the new shoreline in Wan Chai</p>	<p>實施時間須配合中環灣仔繞道及未來灣仔海旁發展 To tie in with the construction of Central-Wan Chai Bypass and future development of Wan Chai waterfront</p>
<p>B4 前北角邨地盆的海濱長廊及休憩用地 Waterfront promenade and open space at ex-North Point Estate site</p>	<p>實施時間須配合前北角邨的未來發展 To tie in with future development of the ex-North Point Estate site</p>
<p>B5 文康街遊樂場擴建計劃 Extension of Man Hong Street Playground</p>	<p>待現時的加油/氣站重置後發展 Subject to reprovisioning of the existing petrol cum LPG filling station</p>
<p>B6 鰂魚涌公園第二期(第二及第三階段工程) Quarry Bay Park Phase 2 (Stages 2 & 3)</p>	<p>待現時的臨時用途(如車輛扣留處及停車場)重置/搬遷後發展 Pending reprovisioning/relocation of the existing temporary uses (such as vehicle pound and car park)</p>
<p>B7 鰂魚涌海旁休憩用地 Quarry Bay waterfront open space</p>	<p>待港島東海旁研究的結果 Subject to the findings of the Hong Kong Island East Harbourfront Study</p>

<p>海濱優化工程 Harbourfront Enhancement Works</p>	<p>備註 Remarks</p>
<p>B8 愛秩序灣海濱花園擴建計劃 Extension of Aldrich Bay Promenade</p>	<p>待現時的臨時復康巴士停泊處及收費停車場用途搬遷後發展 Pending relocation of the existing temporary rebus/fee-paying car parking uses</p>
<p>B9 茶果嶺公眾貨物裝卸區之海濱長廊 Waterfront promenade at Cha Kwo Ling PCWA</p>	<p>待公眾貨物裝卸區關閉後發展 Pending closure of PCWA</p>
<p>B10 觀塘公眾貨物裝卸區之海濱長廊餘下部分 Remaining section of waterfront promenade at Kwun Tong PCWA</p>	<p>待公眾貨物裝卸區關閉後發展 Pending closure of PCWA</p>
<p>B11 啓德發展內的休憩用地 Open space within Kai Tak Development</p>	<p>實施時間須配合啓德未來發展 To tie in with future development of Kai Tak</p>
<p>B12 土瓜灣海濱長廊 Waterfront promenade at To Kwa Wan</p>	<p>在現正進行的啓德發展計劃工程檢討中詳細考慮 To be further considered under the on-going Kai Tak Development - Engineering Review</p>
<p>B13 紅磡海濱長廊 Hung Hom waterfront promenade</p>	<p>發展模式正在研究中 Development mode is being studied</p>
<p>B14 西九文化區內的休憩用地 Open Space within West Kowloon Cultural District (WKCD)</p>	<p>實施時間須配合西九文化區未來發展 To tie in with future development of WKCD</p>
<p>B15 毗鄰西鐵荃灣西站上蓋物業發展海濱長廊 Waterfront promenade adjacent to West Rail Tsuen Wan West Station property development</p>	<p>實施時間須配合西鐵荃灣西站上蓋物業的發展 To tie in with the implementation programme of West Rail Tsuen Wan West Station property development</p>

在私人土地上進行海濱優化工程的時間表
Timetable for Harbourfront Enhancement Works on Private Land

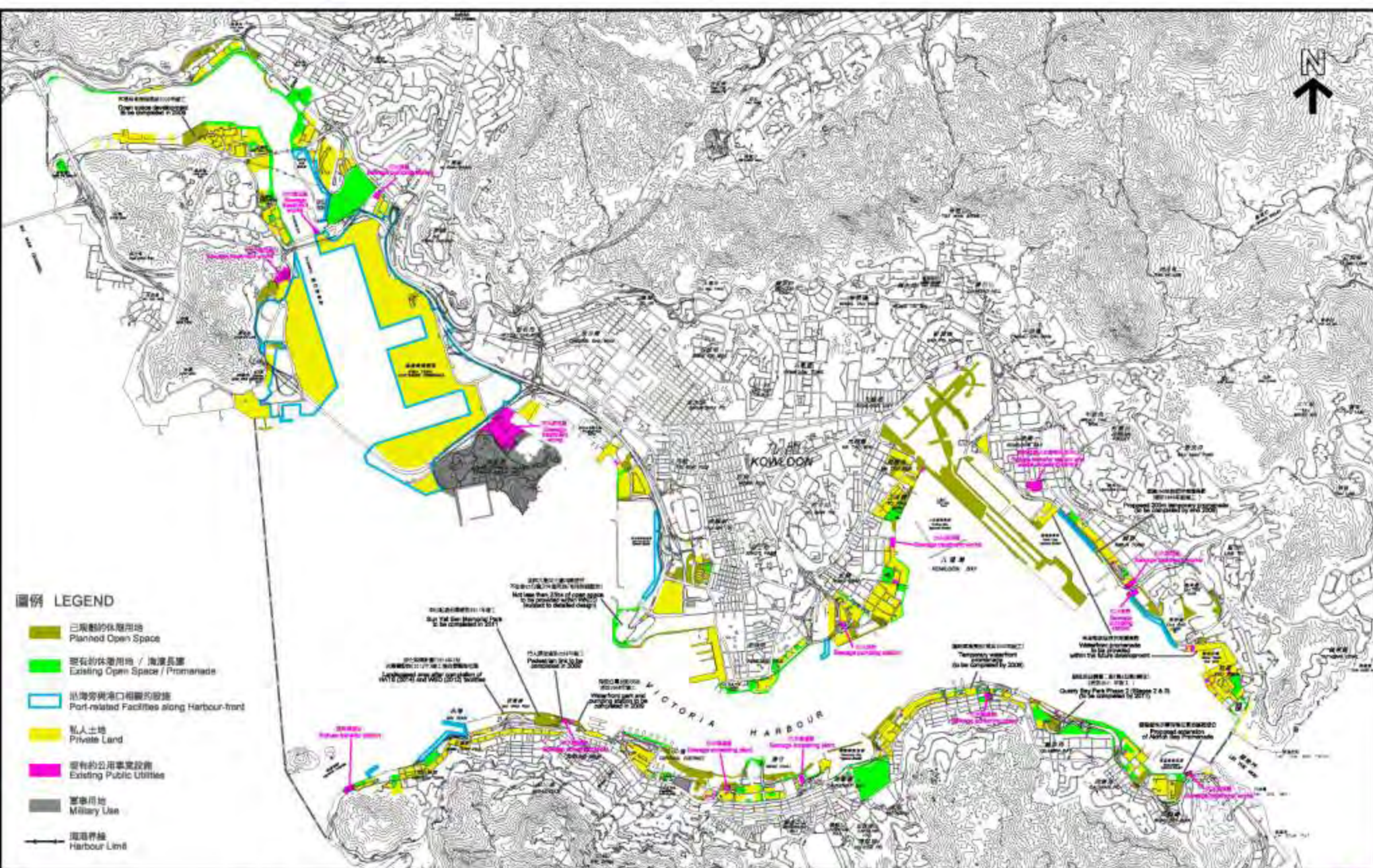
<p style="text-align: center;"><i>海濱優化工程</i> <i>Harbourfront Enhancement Works</i></p>	<p style="text-align: center;"><i>備註</i> <i>Remarks</i></p>
<p>C1 油塘灣綜合發展區內的海濱長廊 Waterfront promenade within CDA site at Yau Tong Bay</p>	<p>實施時間須配合綜合發展區的未來發展 To tie in with future development of the CDA site</p>
<p>C2 啓興道商用地盆內的海濱長廊 Waterfront promenade within commercial sites at Kai Hing Road</p>	<p>實施時間須配合商用地盆的未來發展 To tie in with future development of the commercial sites</p>
<p>C3 馬頭角海旁之綜合發展區內的海濱長廊 Waterfront promenade within CDA site along Ma Tau Kok waterfront</p>	<p>實施時間須配合綜合發展區的未來發展 To tie in with future development of the CDA site</p>
<p>C4 馬頭角海旁之住宅用地內的海濱長廊 Waterfront promenade within residential site along Ma Tau Kok waterfront</p>	<p>須待現時在該土地上的煤氣設施停止運作及依賴土地擁有人採取主動發展 Subject to decommissioning of the existing gas facilities within the site and relying on private initiative</p>



- 圖例 LEGEND**
- Existing Open Space / Promenade
 - Planned Open Space
 - Harbourfront Enhancement Works with Implementation Programme
 - Other Harbourfront Enhancement Proposals
 - Harbourfront Enhancement Works on Private Land
 - Harbour Limit

維港兩岸之休憩用地及海濱優化工程
Open Space and Harbourfront Enhancement Works around Victoria Harbour

規劃署
PLANNING DEPARTMENT
M/SR/08/147_1a_tem
日期 DATE : 26/3/2009



總圖 - 優化維多利亞港海旁地區的機會與限制
Overview - Opportunities and Constraints for Harbourfront Enhancement in Victoria Harbour

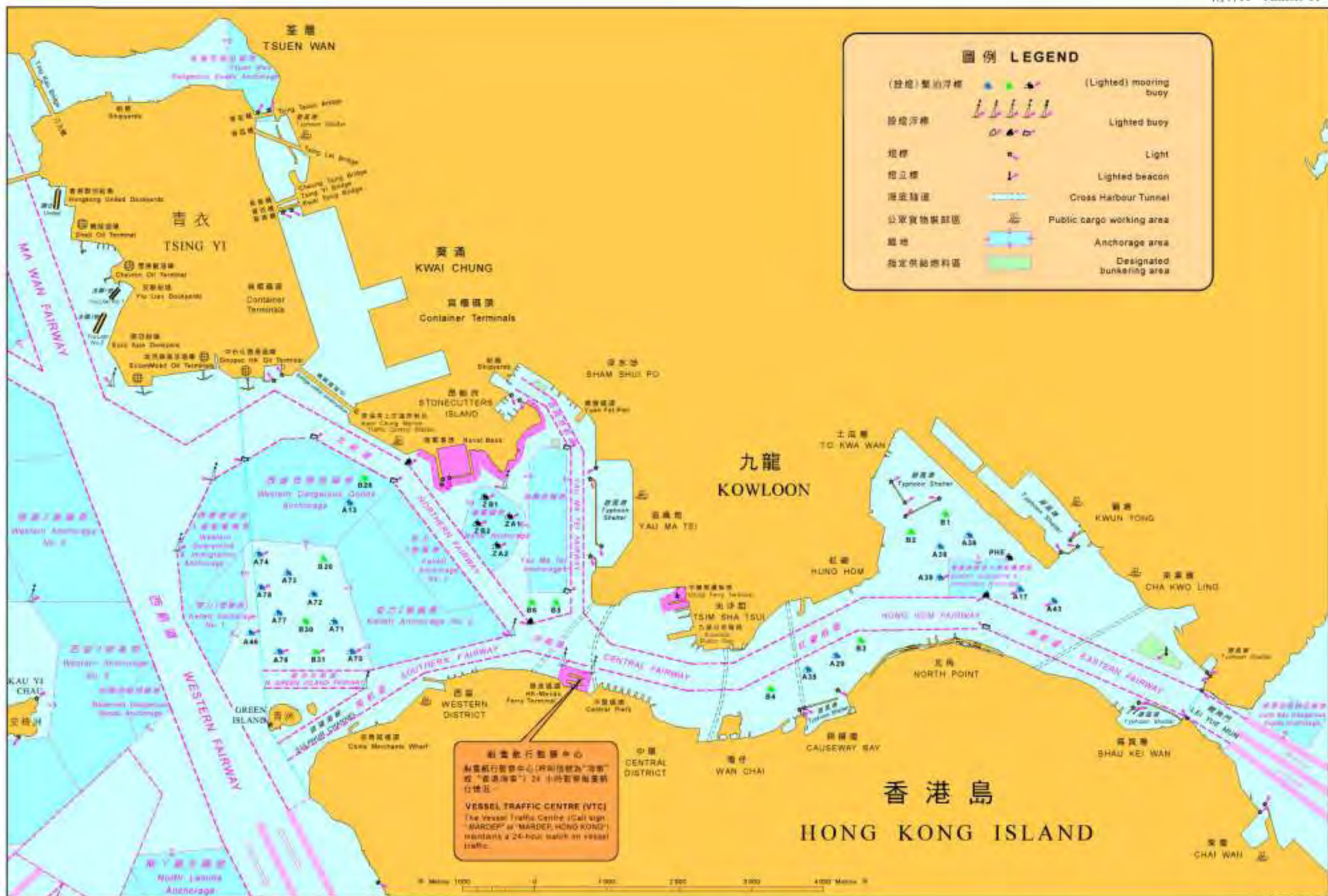
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PLANNING DEPARTMENT

M/SR/08/147_9_ce1

日期 DATE : 26/3/2009



附件
Annex G



Existing marine uses and activities

(a) *Fairways*

- These are sea areas set aside for use as channels for relatively deep draft vessels (particularly ocean-going vessels (OGV)) to follow when moving in the harbour. The fairways are designated by legislation. Whilst Marine Department keeps statistics on the number of vessels arriving and departing Hong Kong and the number of local vessels, it is not practicable to capture precise information on the volume of vessel traffic movements along the fairways and elsewhere in the harbour. Nevertheless the following statistics can help to appreciate the magnitude of vessels movements in the harbour.
- In 2008, there was an annual total of 217,360 vessel arrivals in Hong Kong, and a corresponding number of vessel departures. (i.e. on average a daily 1,200 vessel movements in and out of the Hong Kong harbour. The majority of these used the fairways.)
- There are 13,314 Hong Kong licensed vessels. These vessels are generally with a size smaller than the OGV. Everyday a considerable number of these local vessels move around in the waters of Hong Kong, including in the harbour area. Because of their relatively shallower draft, the routes of local vessels not necessarily follow the fairways. Many of them in fact follow routes outside the fairways and closer to the shoreline to avoid the mainstream traffic in the fairways.

(b) *Anchorage*

- These are sea areas set aside for use mainly by OGV to stay for various purposes such as processing port formalities, waiting for berth, cargo working etc. The anchorages are designated by legislation. In the anchorages the vessels are secured by their anchors and the vessel swings around the anchor as affected by wind and tide. While the vessels are at anchor there usually are local vessels moving to and from them.

(c) *Typhoon shelters*

- The sea areas partly enclosed by breakwaters are set aside for local vessels to use as home base and refuge during typhoon conditions. The typhoon shelters are specified in the legislation. There are frequent movements of vessels in and out of the typhoon shelters and within the typhoon shelters.

(d) *Mooring buoys*

- A number of mooring buoys are maintained in the sea areas of the harbour. (i.e. those marked A39, B2, ZA2 etc. in the Hong Kong Harbour Facilities & Layout Plan.) A circular shaped sea area around each buoy is set aside for use as mooring area by the vessel at the buoy. The vessels are secured by connecting the anchor cable to the mooring ring of the buoy. When staying at the mooring buoys the vessel swings around the buoy as affected by wind and tide. There are local vessels moving to and from the vessels at the mooring buoys.
- The Government mooring buoys with numbers prefixed A or B are provided by Marine Department for use by commercial OGV at cost. Generally vessels moor at these buoys to load and unload cargo or passengers. There are 21 A-class buoys (183-metre vessels) and 10 B-class buoys (137-metre vessels) located in the eastern harbour and western harbour. The four mooring buoys south of the Stonecutters Island with number prefixed ZA are naval mooring buoys provided for supporting the operations of the nearby naval base.

(e) *Sea areas designated for different purposes and/or with different restrictions*

- (i) Sea area in Rambler Channel between Stonecutters Bridge and Kwai Tsing Bridge. Vessel movement within this area is very intense. The area is used as a turning basin for OGVs arriving and leaving the berths at the Kwai Tsing container terminals, as well as the through traffic channel for vessels navigating between the sea area north of Tsing Yi and the harbour.
- (ii) Sea Areas in the vicinity of Macau Ferry Terminal & China Ferry Terminal. The areas are set aside for cross-boundary

ferry services operation uses. The areas are designated by legislation and entry into the areas is restricted. Movement of ferry vessels in and in the vicinity of the areas is very intense.

- (iii) Sea Areas in the approaches of ferry piers, other piers, public piers and public landing steps. The areas of approaches are not well defined. But generally the areas nearby the piers and landings are maintained free of obstruction so as to enable the piers and landings can be used for their intended purposes. Obviously, there are vessel movements within these sea areas.
- (iv) Sea Area within 50 metres of Public Cargo Working Areas (PCWA) and Container Terminal Berths: These areas are for occupation of vessels moored at the PCWA and the Container Terminal berths. There are regular vessel movements to and from these sea areas.
- (v) Sea Areas in the approaches of harbourfront sites with marine access given under land grant, lease, land allocation, short-term tenancy, etc. These areas of approaches are generally not well defined. The areas are maintained free of obstruction so as to provide marine access to these sites. Obviously, there are vessel movements within these sea areas.
- (vi) The sea area in eastern harbour, which is open for public use. For example, boat races are held quite regularly in the sea areas between Tsim Sha Tsui and Lei Yue Mun.

(f) *Vessel bunkering areas*

- These are the sea areas near Lei Yue Mun, Tai Kok Tsui, Shum Shui Po, coloured green and marked with a “fuel pump” icon on the Hong Kong Harbour Facilities & Layout Plan. These are the sea areas where vessels, mostly local vessels, refuel from oil barges anchored thereat.

(g) *Private mooring areas*

- These are sea areas where private moorings are laid at cost to the owners and with Marine Department’s permission. There are

private mooring areas inside the typhoon shelters, on the western side of the New Yaumatei Typhoon Shelter breakwater, at Tsuen Wan Bay, along the shore near Ting Kau. The private moorings are for mooring of local vessels. There are vessel movements including mooring and unmooring operations in and near the private mooring areas.

(h) Marine works areas

- Sea areas of various extents may be used as areas for carrying out marine works such as borehole drilling, submarine cable serving or repairs, works on drainage outfalls, dredging, etc. Establishment of these areas is temporary usually in nature. There are works activities including diving operations within the marine works areas.

(i) Entry restricted areas

- These are areas set aside as no entry areas for vessels except with permission of the specified authority. They are the sea areas 100 metres from the low water mark on Green Island, the Ngong Shuen Chau Naval Basin area and the Ngong Shuen Chau Barracks area. These sea areas are specified by legislation. There is little marine activities in these areas.

Marine Department
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