

4 Pages submitted by Fax and E-mail

2nd September 2005

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Re: Questions/ Issues for Discussion from the Harbour Business Forum

Dear Michael,

We are very much looking forward to our meeting next Wednesday 7th September 2005. Our members have submitted a number of questions they want to discuss, and we have summarised them below. We hope they may be useful for you and your colleagues as you formulate your presentation.

1. For the sake of ensuring clarity, it would be helpful if Government could state what it believes the key concerns of HBF Members are and could government indicate its reaction to HBF's recent letters to the various parts of government including the Chief Executive?
2. Will the government establish an over-arching strategy for Harbour-front Enhancement? If Government believes that it has such a strategy, can it please be espoused and explained.
3. Will the government formally adopt the Harbour Planning Principles, and if yes how will these principles be enforced? If not, can Government explain why it asked the HEC to formulate them and what it intends to do with them.
4. How will the establishment of the HEC and the goal of harbour-front enhancement be translated into changes in the planning process, in particular marine, land use and transport policies, as well as responsibilities, coordination, ownership and funding? Have any material changes in these processes occurred in the last 18 months?
5. The need for high-level coordination of planning has been recognized with the establishment of the West Kowloon District Steering Committee, and now plans for a West Kowloon Authority. Will the Government consider urgently creating a steering committee or an authority for the Harbour as a whole? If not, can Government explain why West Kowloon is considered to warrant a different approach.
6. HEC is championing the Harbour-front Enhancement Review process. A number of groups have called for a review of the development density in Central and Wan Chai. Will you work with HBF in reviewing Central District and, if consensus is reached to this effect, in changing plans which have already been announced?

Attached please find the full list of questions from our membership which we hope can be answered by Government in due course so as to allow us to report back to our members.

Yours sincerely,



Mr. Andrew Long
Chairman, Executive Committee
Harbour Business Forum



Questions from Harbour Business Forum Members 1 September 2005

In preparation for the presentation by Government officials to the Harbour Business Forum (HBF) on 7 September 2005, the members have raised various issues and submitted the following questions to the HBF Secretariat. In addition to reporting on the 7 September briefing, we look forward to providing HBF members with responses from Government in due course.

1. What is the status of decision-making with regard to the various harbour plan components including:
 - The status of West Kowloon. When can we expect a decision? On what basis will this be made?
 - Status of HKCED extension
 - Status of Tamar Government Office Complex
 - Status of PLA (Tamar) facilities
 - Overall current government thinking / action
2. "How can the challenge for implementing and managing the process change be met? The need for a champion is paramount, be it the Chief Executive, a new Secretary for Strategic Planning or a Harbour Authority. There is no shortage of ideas and the challenge is one of implementation and management of the process. Difficult decisions over priorities will not be reached through consensus, rather through decisive leadership and a willingness to cut through red tape and 17 Government Departmental silos. There is also the need for a holistic rather than the present piecemeal approach and to develop a master plan for the harbour as a whole even if that takes time.
3. HBF' s has endorsed the Harbour Planning Principles what is Government's commitment to these?
4. What has changed in marine, land use and transport policies and planning (process, institutions, responsibilities, funding) since setting up the HEC and the adoption of the Harbour Planning Principles?
5. What changes are made to the planning for the CBD to take into account the CFA judgment under the PHO, the setting up of the HEC and the adoption of the HPP? What density is sustainable? What changes will be made to the existing and planned road infrastructure? What is the time line?
6. During the 5th August 2005 Town Planning Board meeting, it was suggested that the Government welcomes are review of the urban planning for the CBD. When and how will a review of the policies, zoning and planning briefs take place? Will this include transport policies and infrastructure/services planning? What are the planned temporary uses for CR3 and how does the Government plan to minimize the impact of an estimated 12-15 years of construction work (CWB, NOL, Airport railway extension, land uses)?
7. The need for high-level coordination of planning has been recognized with the establishment of the West Kowloon Steering Committee. A similar 'Harbour Committee' is called for together with an expanded role for the HEC. Will the Government consider to urgently expand the West Kowloon Steering Committee to the Harbour as a whole, and to create a direct working relationship between HEC and such Harbour Committee? (HEC is not an exclusive advisor to the Harbour Committee, others could include range from cultural to transport advisory groups, to sports and marine users, as needed).
8. When and how will the next round of review of the Town Planning Ordinance take place? Will the Government support an independent Chair and Secretariat for the Town Planning Board, the set up of a Design Panel as a Town Planning Board SubCommittee, increase the role of the Town Planning Board in transport policy making, and greater responsibility in initiating plan development, design and implementation controls?

9. Is there a team with sufficient funding available to address the connectivity issues with the harbour across existing road works? How are planned road works being amended? When will the at grade (ground level) crossing connecting Nathan Road and the harbour-front be restored?
10. With the HPO and CFA judgment, and the HPP, it appears that we face acute limitations on expanding road capacity around the harbour. What measures are being undertaken by Government to guide the development of Hong Kong within the capacity limitations of the harbour-front?
11. The evolving marine use of the harbour requires evolving land water interfaces and supporting land uses. What are the specific marine uses we are planning for? Which vessels and what fleet sizes do we plan to cater for in the harbour?
12. Why did the Government approve the HKCEC extension plans without first completing the integrated planning process for the area it had initiated itself? Why did the Government not raise the 'interface with the ongoing Harbour-front Enhancement Review' as a matter of concern? How is the extension compatible with adjacent uses, specifically the harbour-front for public enjoyment? In addition to the Extension, how will the various potential conflicting developments and demands for the area be coordinated (including: conversion of car parking into exhibition space, increased East/West pedestrian traffic, growing Bauhinia Square tourist visits, heliport operations, CWB slip roads, harbour-front enhancement, etc). How are the traffic management measures for loading and unloading guaranteed and made mandatory in the approval? How does the impairment of the harbour with a balcony road differ from impairment through reclamation? What are the mandatory measures to make the environment under the enlarged Atrium pedestrian friendly? When will rail facilities be provided?
13. Will the Government subsequently pro-actively commence a review of all zoning around the harbour for compliance with the Urban Design Guidelines and Harbour Planning Principles? Will the Government support the rezoning proposal for Oil Street?
14. Will the Government fund and implement quick win and continues improvements of the harbour-front? Who will take responsibility to lead these? Will all unnecessary fences and visual obstruction be removed soon (including bill boards at the Harbour Tunnel entrance)? Will the temporary uses of the harbour-fronts for car parking, material storage, and other uses incompatible uses be redirected, if so, when?
15. Can the Government explain the funding, coordination and leadership for harbour-front enhancement? Follow through: How does it support the Harbour-front Enhancement Committee? The set-up of the Institutional Arrangements SubCommittee? A strengthening of the relationship between HEC and TPB with a joint Harbour Planning Forum and funding to develop and review specific plans? Will it support the requests for a motion voting mechanism, an independent secretariat, and funding to develop the overall harbour planning framework?
16. Will the Government consider a holistic approach to the harbour in view of its vital importance to Hong Kong - including Kai Tak, Wanchai, West Kowloon, etc. such an approach was put forward by Swire but ignored.
17. Will the Government confirm that it will not destroy the RHKYC (by building an unnecessary road) and thus remove recreational sailing from the harbour
18. What steps will the Government take to ensure the survival of the iconic star ferry given its move away from central?
19. Does the Government have any long term planning or policy for the Harbour, its use or function?
20. Does the Government see the harbour as Hong Kong's land bank or site for further infrastructure, roads or reclamation? Or is the harbour to be used as Hong Kong's last remaining open space to purge the polluted air of the area -ie as the city lung?
21. Is there any plan to restore the harbour to give life back to the water. The water is an essential element of the city. This include the clean and clear as well as healthy water for that can sustain

marine lives for people to enjoy just by sharing the water with other life forms or to utilize these marine recourses.

22. Is there any plan to return the harbour front to the people of Hong Kong so that the public can enjoy and reach the water for enjoyment, such as fishing, canoeing, swimming boating or diving? Let the public enjoy fresh air from the seaside. Not the exhaust fumes from tug boats or containers or cargo barges that occupy the water front along the waterfront on both sides of the harbour.