

Victoria Harbour as a Harbour: The Importance of Integrated Land-Water Planning



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Introduction

- This Study is all about Victoria Harbour as a whole
- Study provides data and analysis on both land-use and water-use and considers the interaction and necessary interface between the two
- Planning in Hong Kong tends to be sector by sector, which can lead to unintended consequences and sub-optimal or even negative impacts
- This Study represents the first attempt to consider land and water issues around Victoria Harbour in a comprehensive, collective and harbour-wide manner





Victoria Harbour in Statistics

Victoria Harbour by Area

- Study covers all 76km of Victoria Harbour's harbourfront
- Half of Hong Kong's Typhoon shelters by number and 40% by area lie within Victoria Harbour
- Almost 20% of Victoria Harbour's coastline adjoins sheltered water
- Victoria Harbour is home to all 9 of HK's Container Terminals and 7 of 8 Public Cargo Working Areas

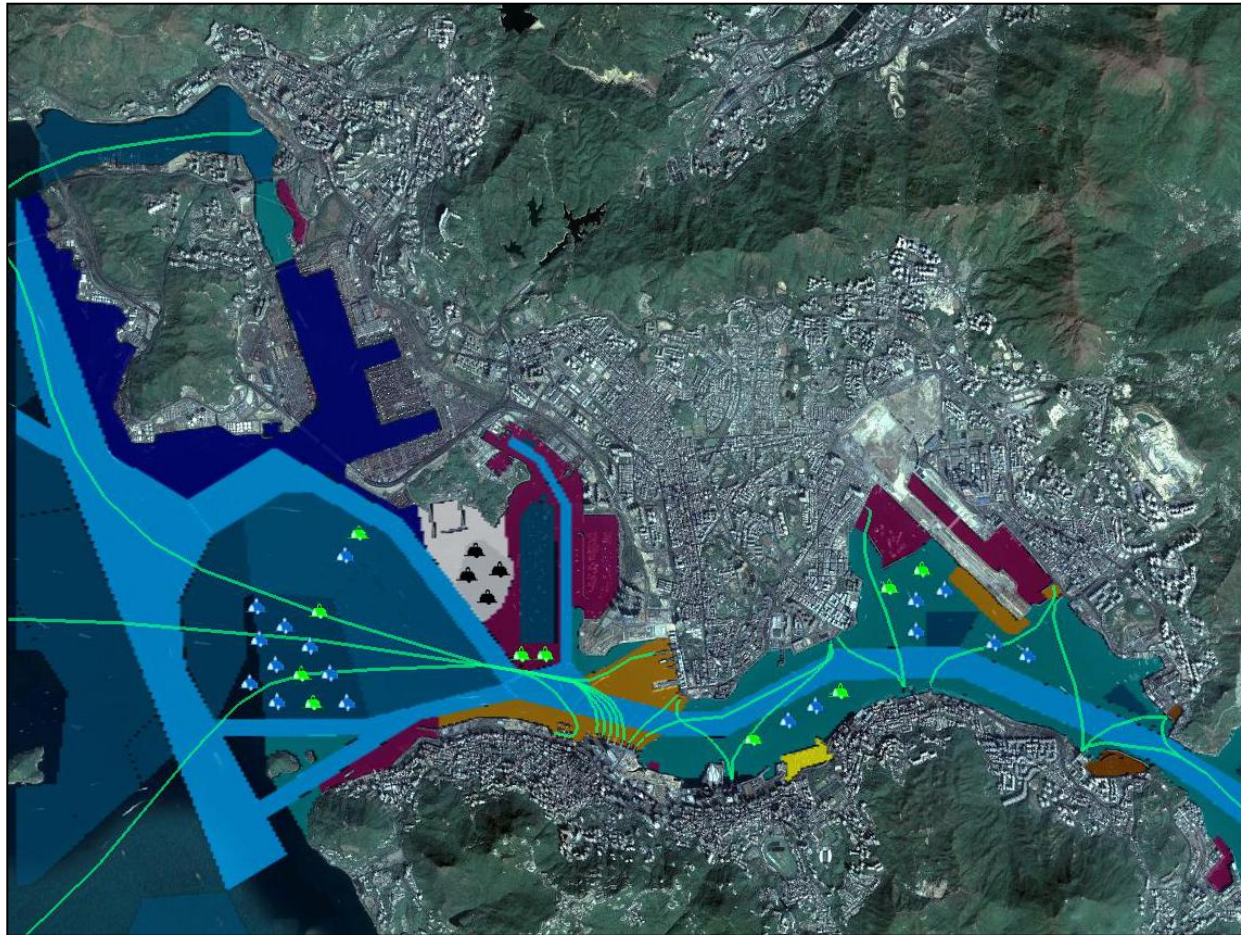
Victoria Harbour by Use (2010)

- Hong Kong handled over a quarter of a billion tonnes of cargo
- 30,000 ocean-going and 90,000 river-going cargo ships arrived
- 26 million passenger trips were made across the harbour
- 27 million passenger trips were made across the border
- Leisure-mooring facilities in Victoria Harbour and across Hong Kong apparently nearing capacity
- 21 Ferry Piers, 9 Government Piers and just 9 Public Piers – equivalent to one per district



Victoria Harbour as a harbour

Existing Predominant Water-Uses



Key:

- Main Fairway
- Anchorage
- Port
- Industrial & Logistics Water Use
- Passenger Transport Water Use
- Military Water Use
- Pleasure Vessel Moorings
- Fishing Vessel Moorings



Victoria Harbour as a harbour

Harbour Use Trends

A Working Harbour



	2005	2010
Container Throughput (in '000 TEUs)	22,600	23,700
Cargo Throughput (in '000 tones)	230,100	267,800
Ocean Cargo Vessel Arrivals	35,700	30,300
River Cargo Vessel Arrivals	117,500	91,000
Licensable PCWA Frontage	7,044m	6,672m
Size of Hong Kong's Fishing Fleet	4,150	3,700*

A Harbour for Transport



A Harbour for Leisure



Victoria Harbour as a harbour

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A Harbour for Transport



	2005	2010
Ocean Passenger Vessels	3,400	2,300
River Passenger Vessels	75,200	88,100
Cross-Boundary Ferry Passengers	20.8mil	26.7mil
Intra-Hong Kong Ferry Passengers	56.1mil	49.7mil
Cross-Harbour Ferry Passengers	32.6mil	26.3mil
Cross-Harbour Ferry Vehicles	30,300	33,300

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A Harbour for Leisure



Almost 7,000 engine-bearing leisure vessels were registered in 2010 – up 60% since 2000

Hong Kong's four marinas and the existing pleasure vessel sheltered anchorages are almost full

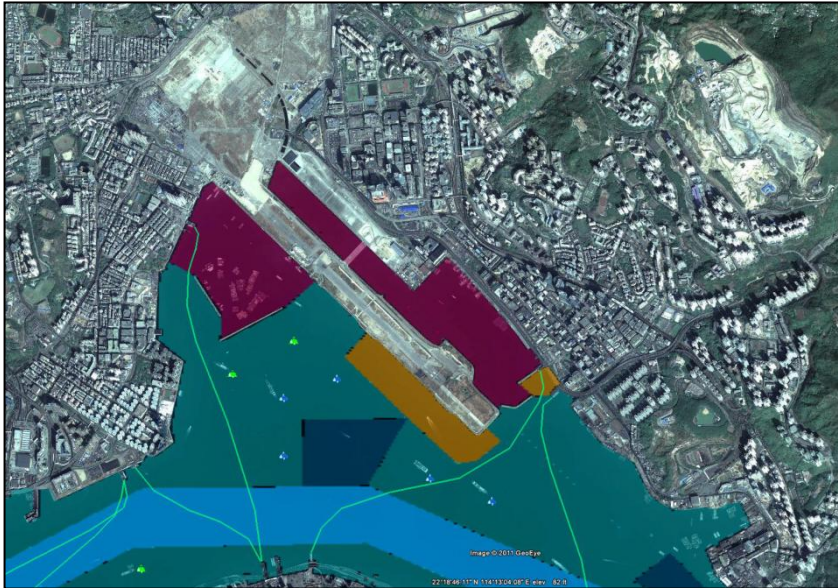
Number of private moorings reduced from 2,300 in 1999 to 1,800 in 2010.

Growth rate of the no. of pleasure vessels in Hong Kong far exceeds the average growth rate of Hong Kong's marine fleet.



Victoria Harbour as a harbour

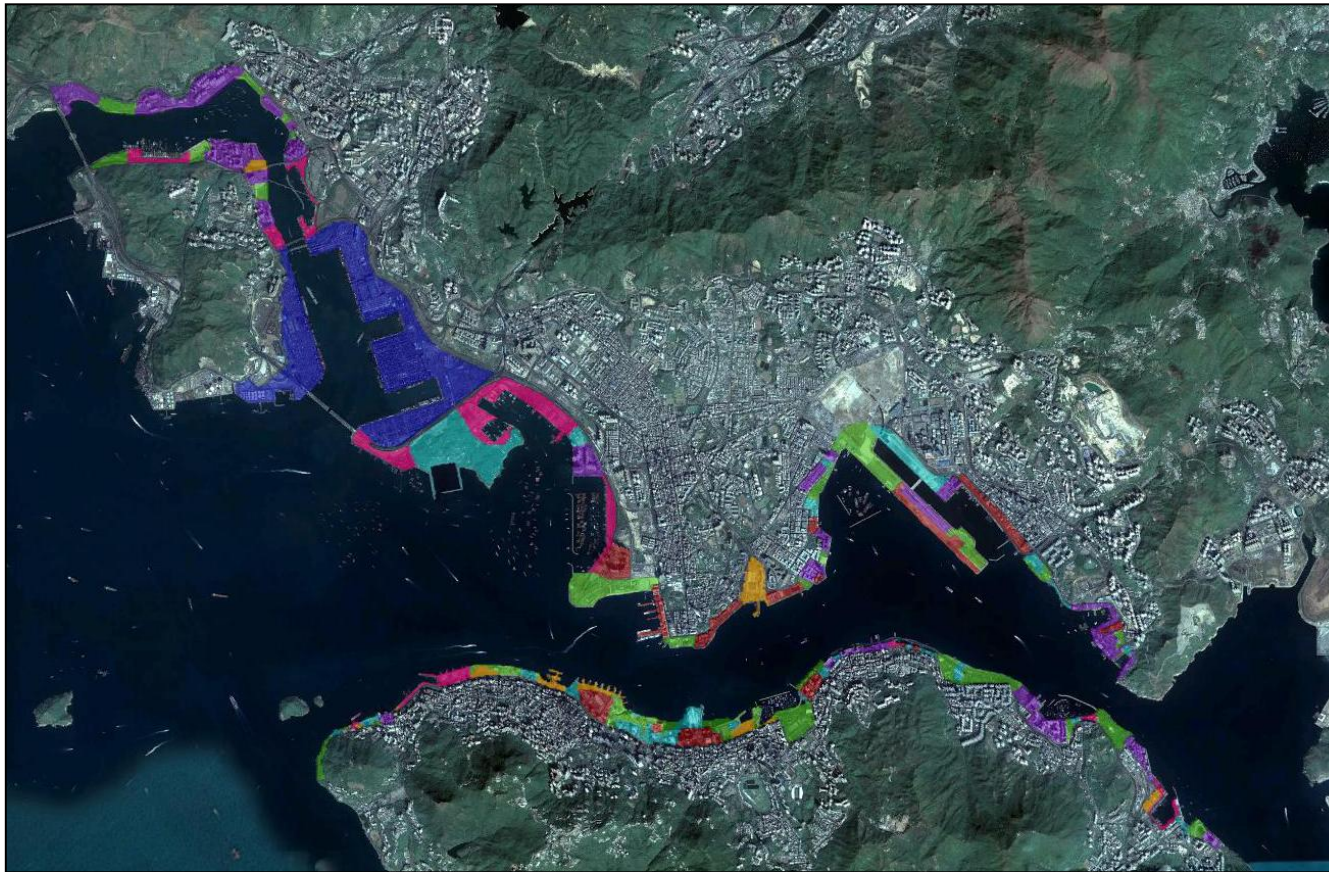
Future Water-Use



- Only significant short-term change is closure of Kwun Tong & Cha Kwo Ling PCWAs
- Reduces licensable PCWA frontage by over **1,600m** or **24%**
- Land along south-shore of Kwun Tong and north-shore of Kai Tak accounts for **almost half** of Victoria Harbour's sheltered waterfront land

Relating Land-Use to Water-Use

Existing Predominant Land-Uses



Key:

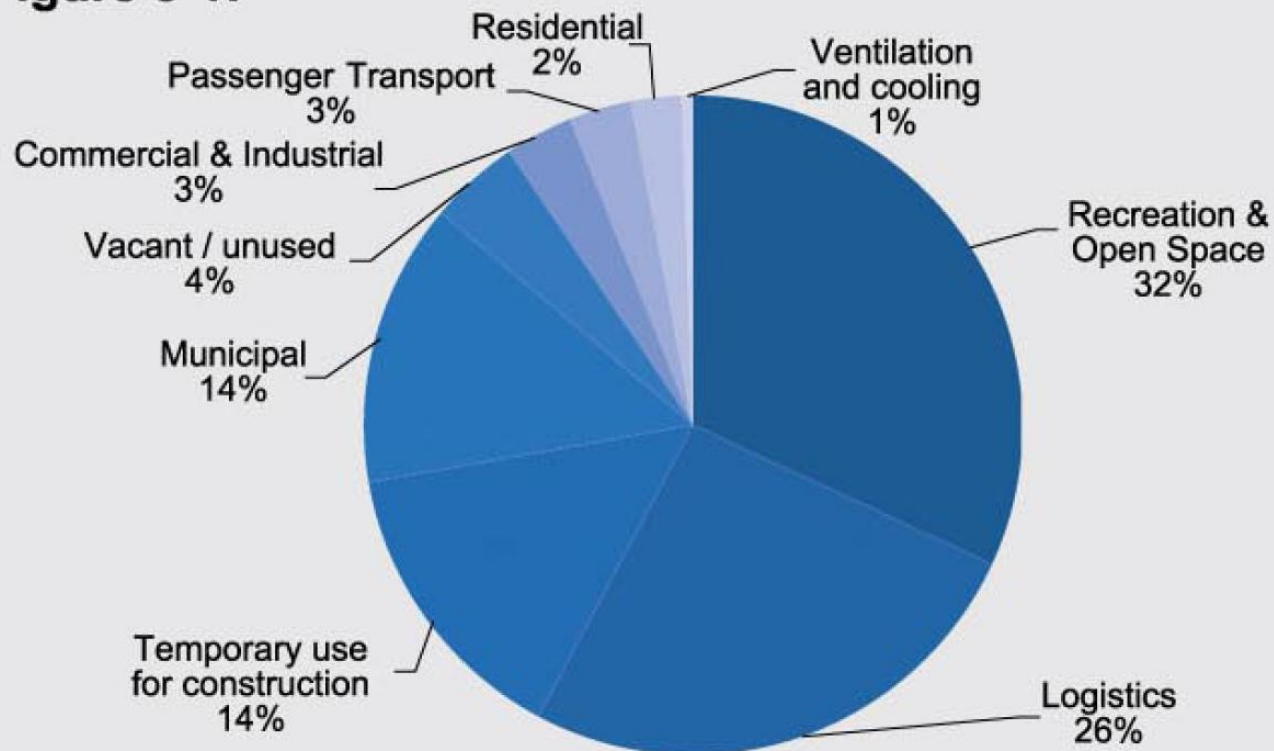
- Residential
- Commercial
- Municipal and Community
- Recreation and Open Space
- Port
- Industrial and Logistics
- Transport



Relating Land-Use to Water-Use

Existing Predominant Land-Uses

Figure 3-1:



Relating Land-Use to Water-Use

Waterfront Land-Uses are Changing Fast

Major Land-Uses around the Whole Harbour	
Existing Uses	Future Uses
Recreation & Open Space, 32%	Recreation & Open Space, 43%
Logistics, 26%	Logistics, 22%
Land under construction, 14%	Municipal, 13%



Relating Land-Use to Water-Use

Waterfront Land-Uses are Changing Fast

Major Land-Uses around the Whole Harbour		Major Land-Uses around Sheltered Water	
Existing Uses	Future Uses	Existing Uses	Future Uses
Recreation & Open Space, 32%	Recreation & Open Space, 43%	Land under construction, 33%	Recreation & Open Space, 52%
Logistics, 26%	Logistics, 22%	Logistics, 29%	Logistics, 22%
Land under construction, 14%	Municipal, 13%	Recreation & Open Space, 22%	Use still unknown, 11%





Water Dependent and Related Uses

- **Water Dependent (WD)** – An essential activity that must physically be located in, on, over, or adjacent to water in order to conduct its primary purpose and which, therefore, cannot be located inland
- **Water Related (WR)** – An activity not dependent on direct access to water in order to conduct its primary purpose, but which provides goods or services directly related to water-dependent uses



Water Dependent and Related Uses

Clear Shift Towards Parks & Promenades

	Uses around all Victoria Harbour	
	Existing	Future
Water-Dependent Uses	39%	37%
Water-Related Uses	1%	1%
Non-WDRU	14%	18%
Parks & Promenades	21%	34%
Coastline	7%	5%
Unknown	18%	5%
Total	100%	100%



Water Dependent and Related Uses

Clear Shift Towards Parks & Promenades, especially around Sheltered Water

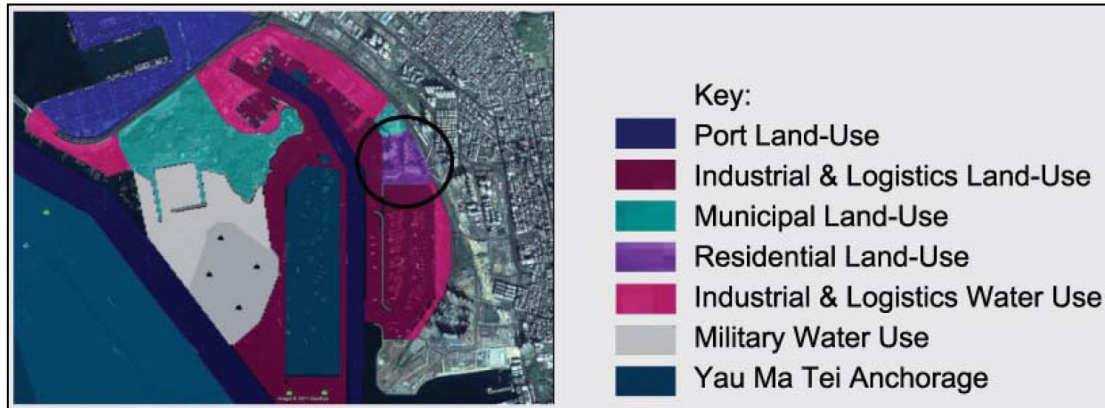
	Uses around all Victoria Harbour		Uses Fronting just Sheltered Water	
	Existing	Future	Existing	Future
Water-Dependent Uses	39%	37%	38%	30%
Water-Related Uses	1%	1%	0%	0%
Non-WDRU	14%	18%	10%	17%
Parks & Promenades	21%	34%	15%	46%
Coastline	7%	5%	1%	1%
Unknown	18%	5%	36%	6%
Total	100%	100%	100%	100%

Planning around harbour appears to be land-first, water-second. Hong Kong does not yet appear to plan the use its harbourfront and water in an integrated and strategic manner and the resultant plans are stating to have unintended consequences.

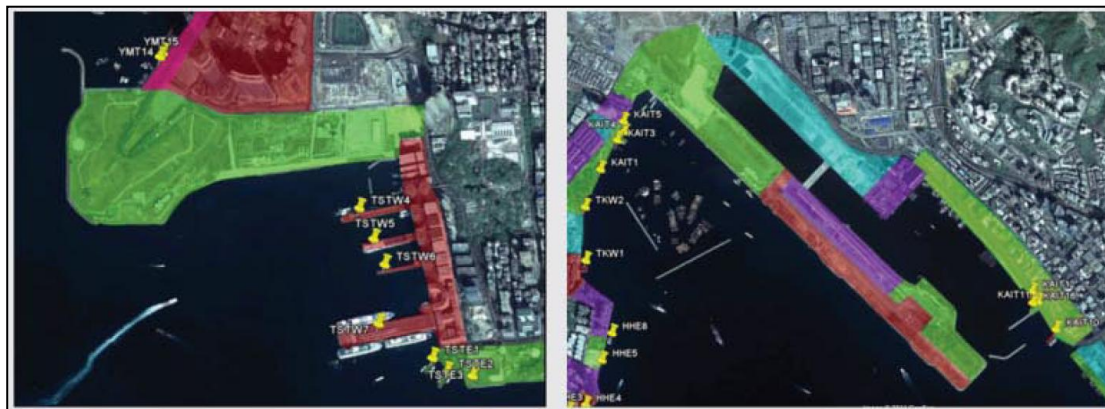


Land-Water Planning Issues

Potential Areas of Incongruence

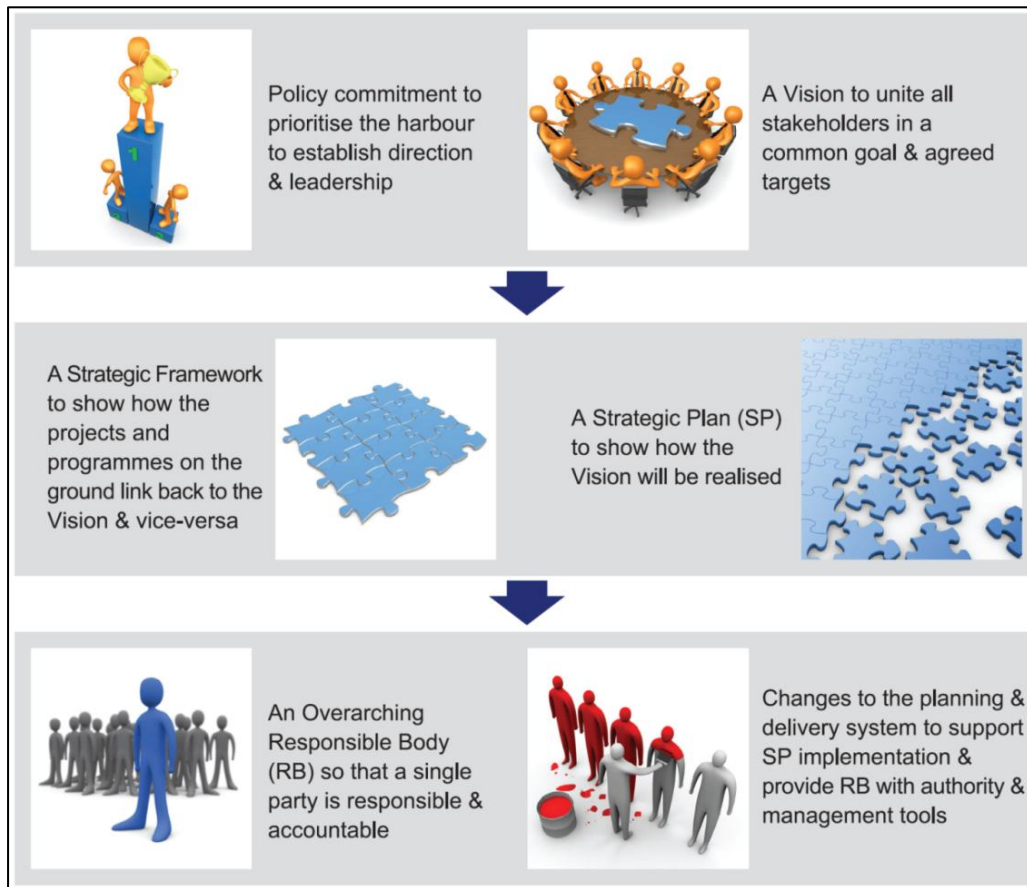


The Need for Greater Land-Water Interface at Key Development Sites



Policy Analysis and Recommendations

Hong Kong needs a fully integrated approach to the planning, delivery and management of its harbour and harbourfront areas



- Integrated approach first advocated in HBF's 2009 Integrated Harbour Study
- 2009 study coincided with a number of major changes in harbour planning
- This report builds on 2009 study to show what else is needed to achieve truly integrated approach to land-water planning





Policy Commitment & Vision

General Circular No. 3/2010 Harbourfront Enhancement:

- “B/Ds should have due regard to TPB and HEC’s Harbour Vision, Planning Principles & Guidelines”
- “There are currently public facilities on the harbourfront that are incompatible with our harbourfront vision. Owner B/Ds should proactively consider relocating them.”
- “The occupation of harbourfront land by public facilities that are environmentally unpleasant or incompatible with the harbourfront should not be supported.”
- “Temporary uses will be discouraged”

Definite progress...
...but no mention of
the harbour!

A Vision for Victoria Harbour

TPB Vision:

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

HEC Vision:

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

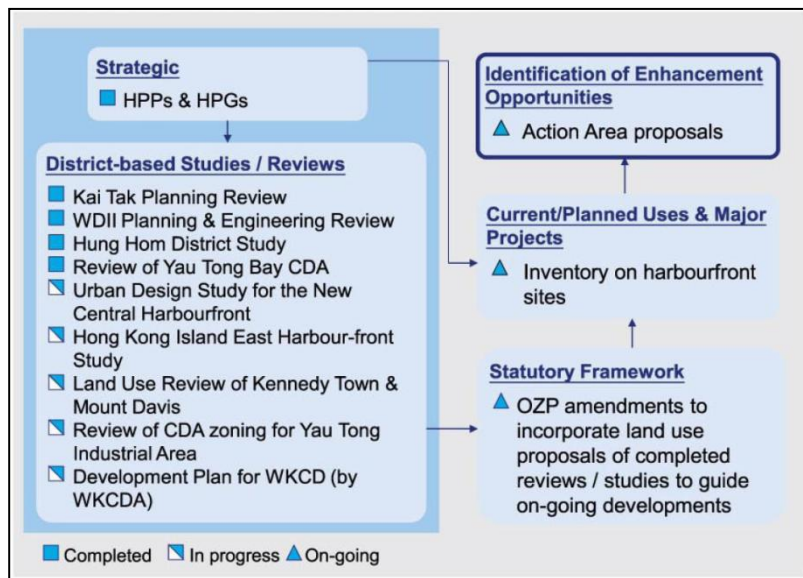
Mentions the harbour...
...but rarely interpreted
this way!



Strategic Framework and Plan

Existing Harbour Planning Approaches – Land Only and Not Strategic

PlanD's Overview of Land-Use Framework for Victoria Harbour



Harbour-front Enhancement Committee's 22 Action Areas



Hong Kong needs a **multi-sector strategic plan** for Victoria Harbour that considers the **harbour as a whole**, both land and water





Overarching Responsible Body

Creation of the Harbourfront Commission in 2010 welcome step

- Brings together official and non-official members to discuss harbour issues
- Three area-based task forces
- Starting to recognise important interdependency in land-water planning...despite harbourfront-only ToR
- But difficult to be as successful as we might wish
 - Role limited to advocacy, oversight, advisory, co-ordination & monitoring
 - No executive powers and no resources

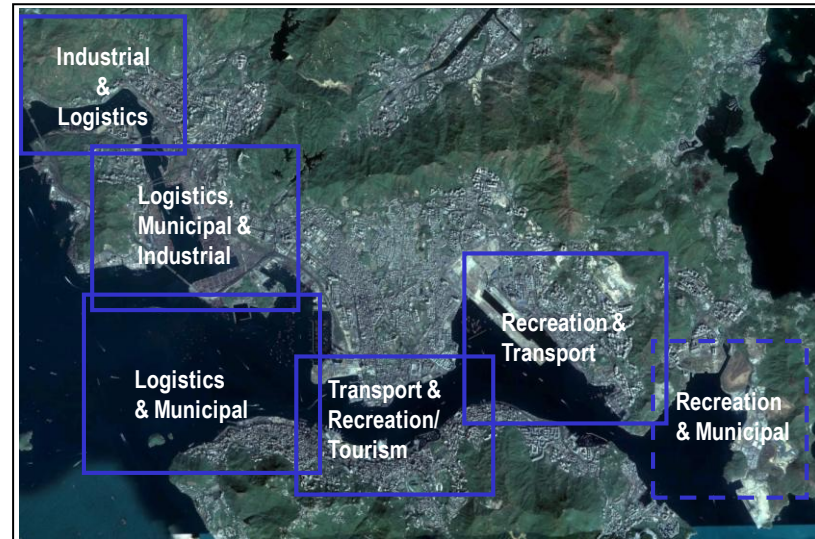
HBF has long argued for the creation of an Overarching Responsible Body

- 2009 Integrated Harbour Study advocated a Harbour Committee as interim step to a Harbour Agency
- HEC task group report that recommended establishment of a Harbourfront Commission also recommended a “longer-run aspiration for an independent, statutory authority, supported by its own executive and dedicated funding, to plan, design, operate and manage the harbourfront ... to enhance public involvement, vibrancy and timely response to public needs”
- In a recent statement to the Harbourfront Commission, the Secretary for Development has suggested that it may now be timely to begin this process of revisiting the case for a Harbour Authority

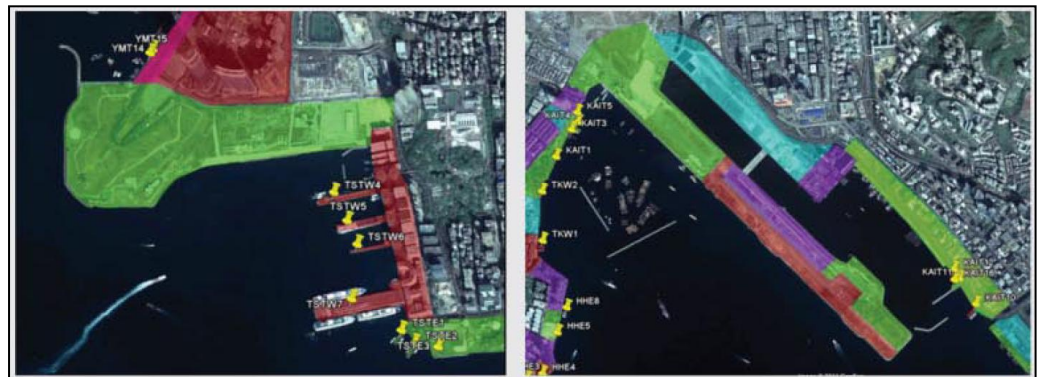


Changes to Planning & Delivery Systems

1. Water-Zoning as a means of Putting Water at the Centre of Harbour Planning?



2. Time to reconsider the interpretation of the Protection of the Harbour Ordinance?





Indicative Harbour Enhancement Programmes

The report also identifies six illustrative harbour enhancement programmes to add value to Victoria Harbour as a harbour:

- Rationalisation of the working harbour
- Additional pleasure boat facilities
- Flexible water-borne passenger transport
- Maritime heritage preservation and display
- Revitalisation of piers
- Water-based events venues and facilities

*Implementation of these programmes would be very unlikely without the adoption of an **integrated approach to land and water planning***





Key Findings & Conclusions

- Report has highlighted dynamic change in harbour marine uses
- Water-based activity interacts with and often dictates nature of adjoining harbourfront development
- Uses that are water-dependent need to be supported by waterfront facilities and sheltered water access
- Current planning approaches appear to overlook water-side
- Prioritisation of sheltered water in particular for water-dependent uses requires policy change, including careful reconsideration of the interpretation of the PHO

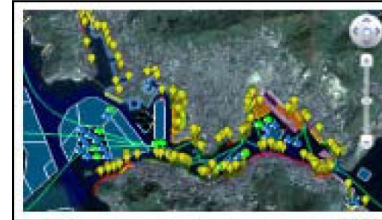


Study Deliverables

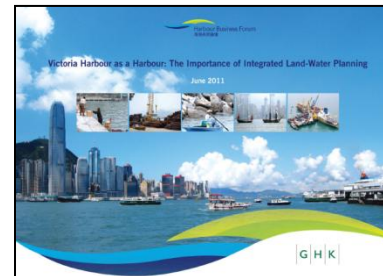
1. HBF Harbour Database



2. HBF Interactive Harbour Map



3. HBF Land-Water Planning Report



All three to be made freely available for public use and benefit on a new harbour-focused webpage:
www.victoriaharbour.hk

