

HBF Marine Study:
**Victoria Harbour: Water dependent
and water related uses and associated
land/water interface implications**

Presentation on the Initial Findings
9 February 2011

Harbour Business Forum

Background

- This Study is an initiative of the HBF which further expands its database of existing assets and uses on and around the harbour and builds on its vision for a harbour which is planned and managed on a holistic and integrated basis
- The study is ongoing and final proposals and recommendations are still under review

HBF Vision for the harbour

*To revitalise **Victoria Harbour** and its **harbourfront** to become an attractive, diverse, vibrant, accessible and sustainable world-class asset for the economy, people and visitors of Hong Kong: a harbour for the people, a harbour of life*

Study Objectives

- Focus attention on water dependent and water related uses which are important to Hong Kong and which require landside facilities and amenities to prosper
- Demonstrate that uses of both land and water around the harbour are inter-related and inter-dependent and together contribute to its vibrancy
- Develop a set of recommendations via which delivery of optimal and integrated harbour and harbourfront planning and development decisions can be made

Goals

- Complete development of a comprehensive Excel database – a “harbour use audit” - of existing and planned marine/maritime and waterside uses and marine infrastructure assets and facilities and a related, “Google Earth” based multi- layered GIS
- Review of potential changes in marine activity in the future and demand for new harbour uses and the implications for land/water interfaces
- Recommend specific projects and programmes to enable delivery of an integrated strategic plan to ensure a more cohesive, logical, attractive and vibrant harbour for all

Water Dependent and Related Uses

- Water dependent (WD) – must physically be located on, over or adjacent to water to achieve its primary purpose/service e.g. moorings, piers, typhoon shelters, ferries
- Water related (WR) – not dependent on direct water access to achieve primary purpose but provides support to water dependent uses e.g. ship repair, ship supplies, slipways
- Many are economically important while others add to the enjoyment of the Harbour by residents and tourists

Study Framework

- Final Study Report will comprise:
 - Baseline audit and analysis of marine, water and waterfront uses (existing and committed) in and around the harbour with focus on WD and WR uses with GIS enablement via Google Earth Pro
 - Identification and characterization of geographic subdivisions within the harbour
 - Gap analysis as to potential harbour and waterfront opportunities based on HBF's vision and stakeholder input

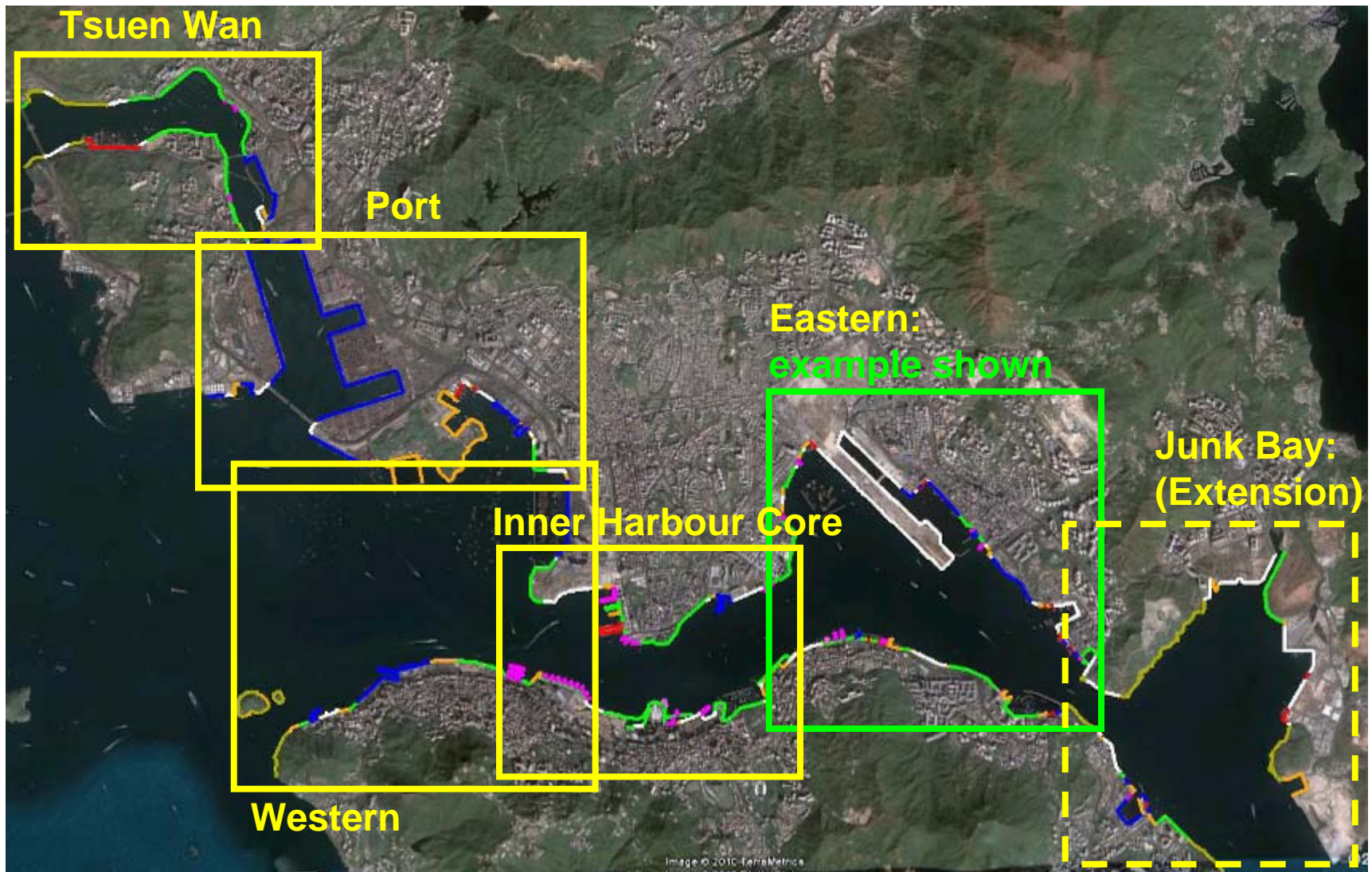
Baseline Data

- Further development of the WPI 2010 Study GIS database of marine related structures in or on the harbour
- Expanded to include following key features:
 - Marine uses and structures including piers, moorings, typhoon shelters, breakwaters, etc., Fairways, Ferry Routes, Fishing areas, Marinas and boat clubs, Military facilities, Open water, Passenger transport and Port facilities, Land uses and zonings along the waterfront and their frontage to the water

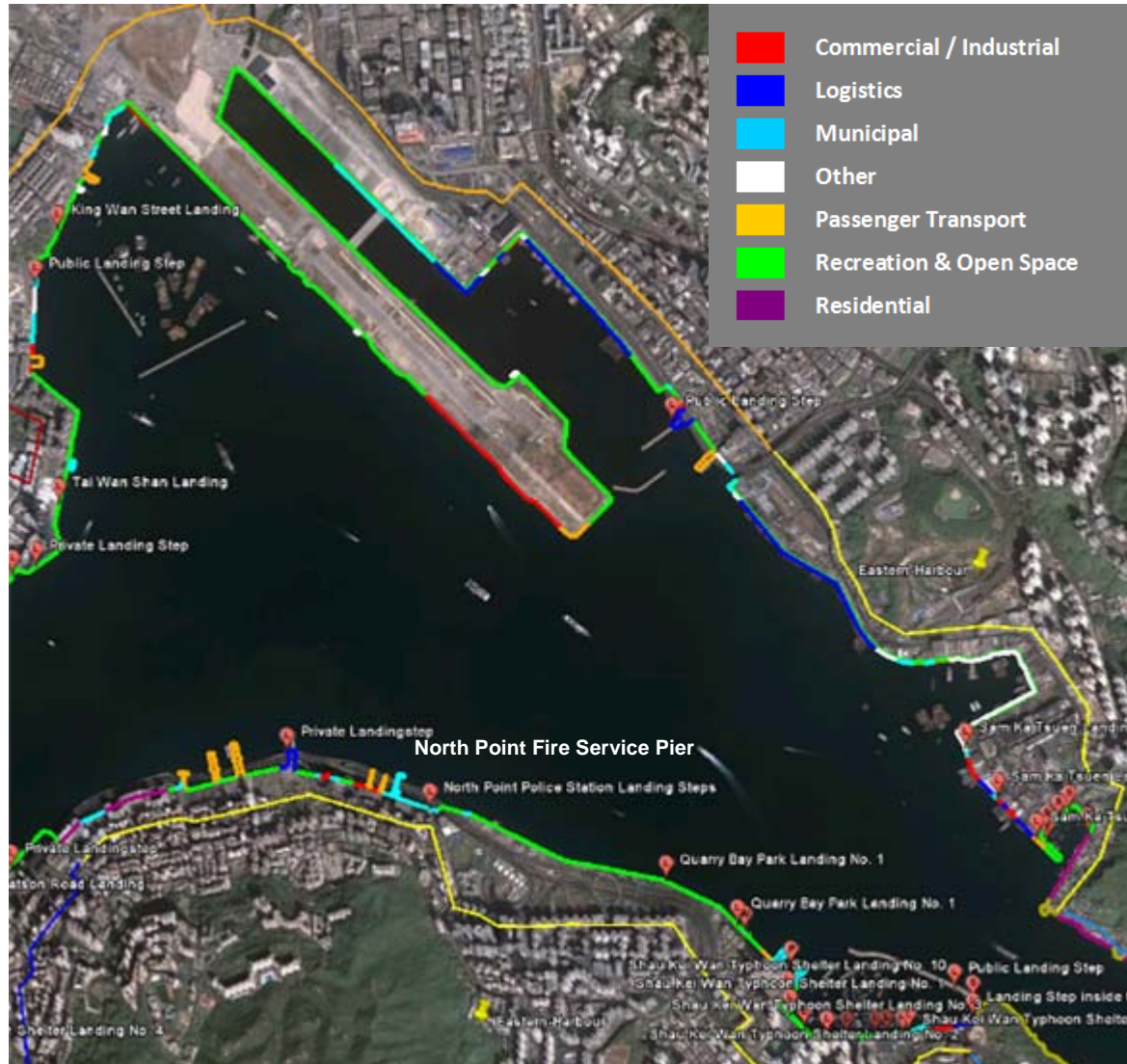
Live Database

- Multi-layered and easily searchable GIS developed in Google Earth related to Excel database with ability to use Street View and other photographs of harbour/harbourfront
- Numbers, percentages, distances, etc. can all be provided and graphically displayed
- Land lots and frontage/hinterland areas linked to latest proposals as to future use
- Can be further developed and expanded to reflect changing conditions

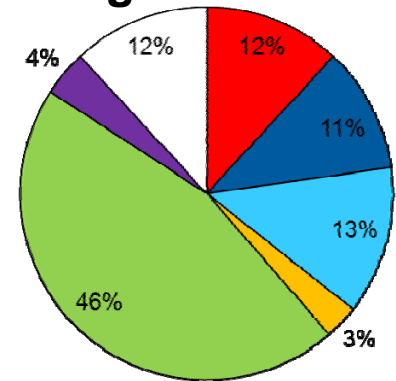
Harbour Subdivisions



Interfaces: Eastern Harbour



Predominant use of land-water interface (existing and committed)



N.B. PCWAs likely to be closed

Total water frontage

- 22.3km including piers

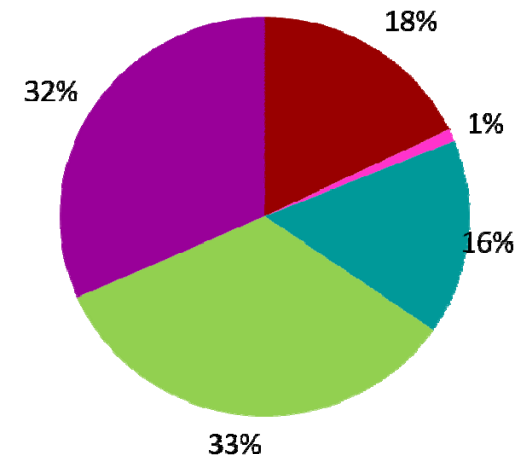
Infrastructure

- 6 ferry piers
- 4 vehicle piers
- 3 public piers
- 4 private piers
- 5 government piers
- 24 landing steps

Hinterland: Eastern Harbour

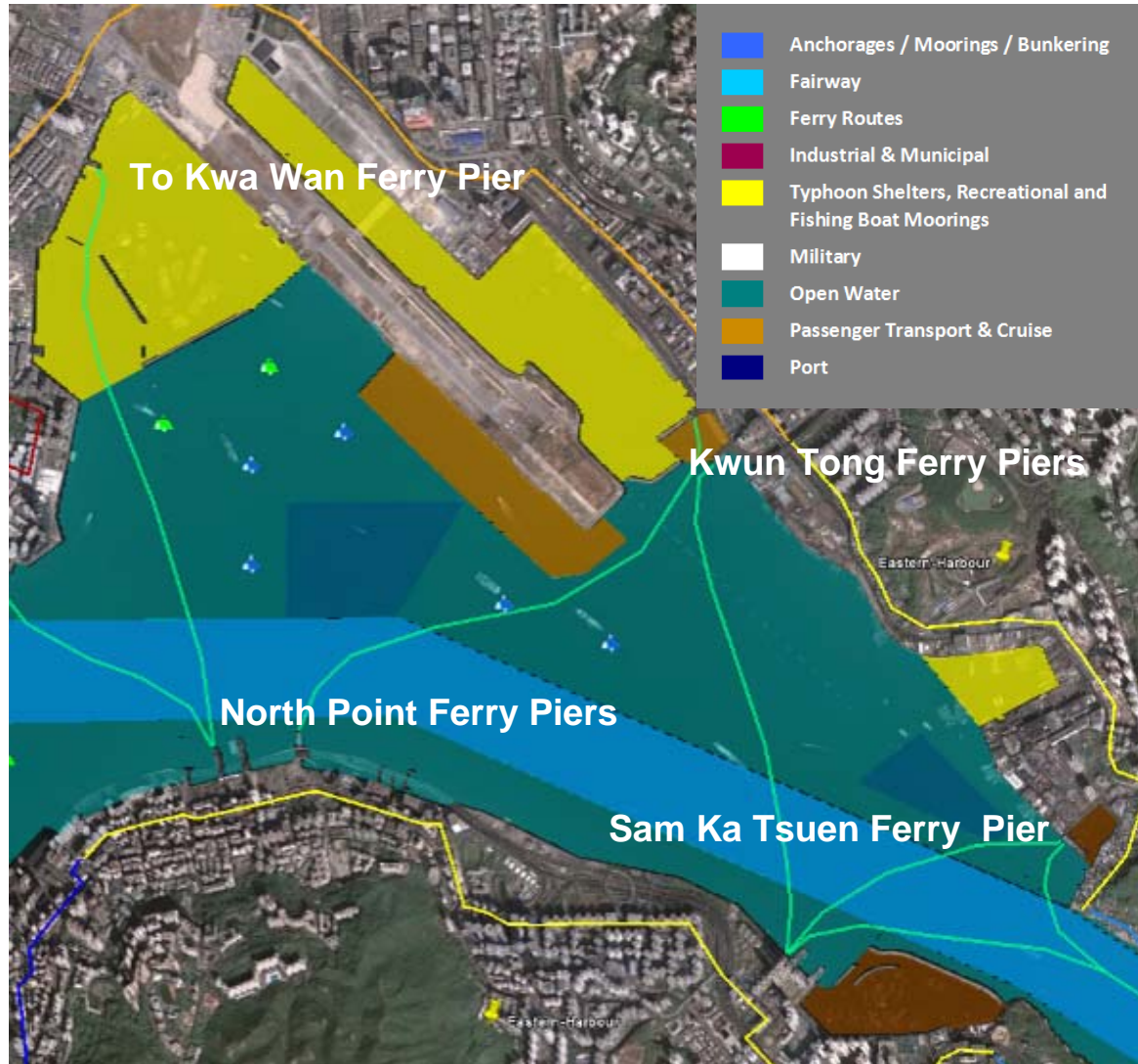


**Committed predominant
use of hinterland:**



Commercial	18%
Industrial/Logistics	1%
Municipal/community	16%
Recreational/ open space	33%
Residential	32%

Water character: Eastern Harbour



Aspirational water uses in Eastern Harbour:

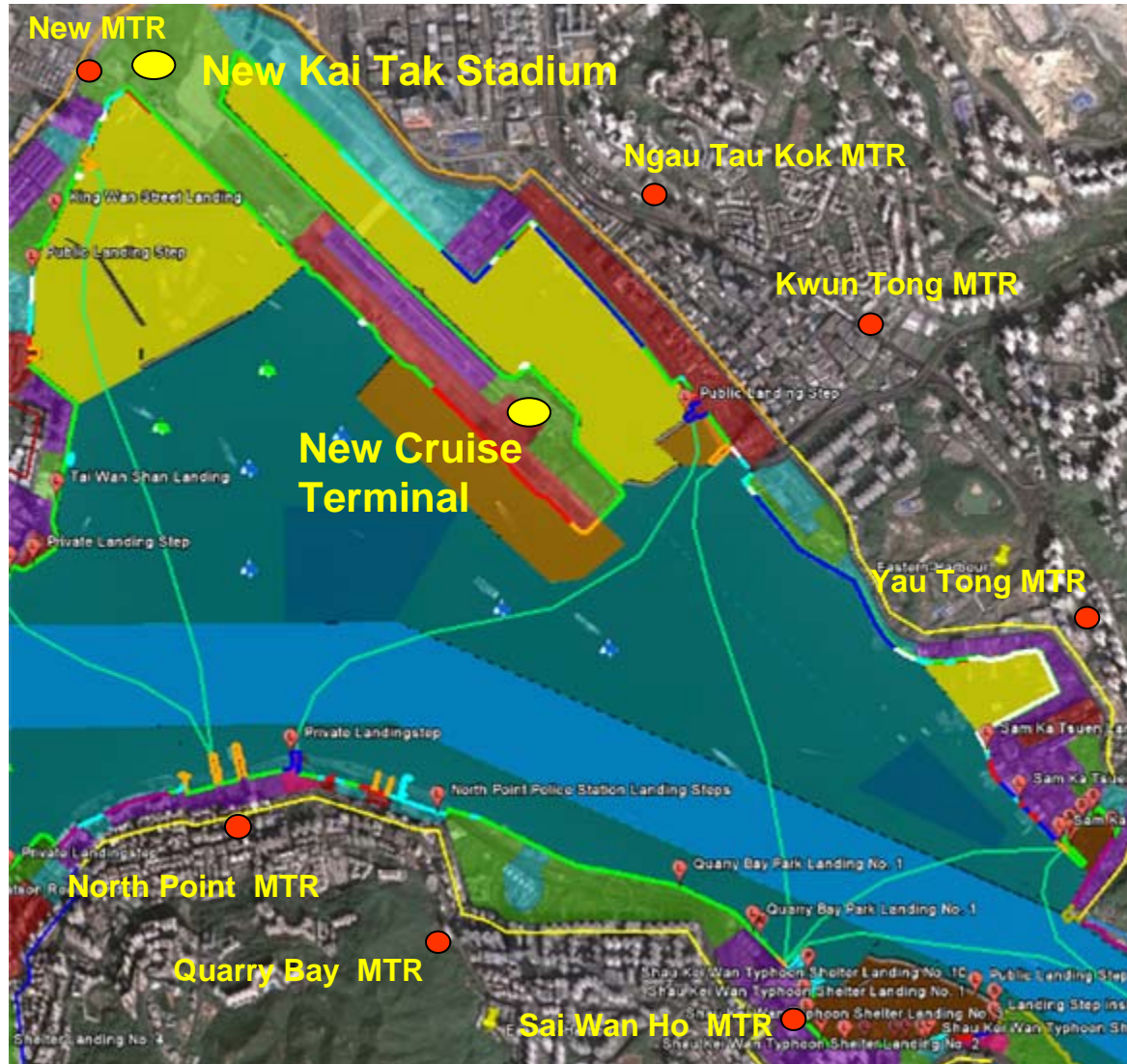
Passenger transportation across and along harbour

Continued yacht racing

Typhoon shelters used for recreational purposes:

- watersports facilities
- dragonboat/ rowing arena
- marina
- fishing sampan mooring
- maritime heritage

Water-land zones: Eastern Harbour



Opportunities:

- Integrate land use planning in relation to water use
- More flexible, efficient water transport, better linked to MTR/buses
- Develop existing harbour heritage as leisure destinations
- Sheltered water capable of being used more intensively and to provide facilities for leisure boating
- Develop natural arenas and spectator facilities for water-based sports and events

Stakeholder Workshop and Interviews

- Wide ranging group with interests in both marine and leisure harbour activities
- Government, NGO and private sector representation
- Discussed existing and potential harbour uses (gaps) within the themes of Working Harbour, Connected Harbour and Harbour Places and how they might contribute to achieving the HBF Harbour Vision

Assessment Guidelines

- Active uses of the harbour's water-bodies, with integrated and appropriate land/water interfaces, need to be maintained (or introduced) to ensure vibrancy
- Presumption that priority given to essential or valued harbourfront uses that are water-dependent and/or water-related
- Flexible water transport should be encouraged as a medium to connect people and places
- Limited “good reclamation” may be justified to protect and enhance use of the harbour for public benefit

Proposed Projects and Programmes

- Following initial SWOT analysis of the stakeholder proposals in the light of the assessment guidelines, their likely contribution to fulfilling the HBF Vision and their technical feasibility the following opportunities have been identified:
 - Flexible water transport system
 - New harbour marina
 - Water based events arena and facilities
 - Rationalisation of Working Harbour
 - Dock for heritage vessels
 - Revitalisation of piers

Ongoing Work

- The study team is currently preparing:
 - “Project Definition Statements” for the proposed enhancement PPs which will address both water and land based issues and/or challenges
 - Environmental, social and economic impact analysis to include intangibles such as “brand value” and “catalytic impacts”
 - Review of institutional and other regulatory issues associated with implementation of the proposals

Final Report

- Provide comprehensive marine and land use baseline data on which to base integrated rationale/criteria for decisions on future PPs in or on the harbour
- Put forward specific PPs to enhance use of the harbour based on proposed integrated criteria
- Provide strategy for water “characterization” and location of land/water interfaces
- Form solid basis for future strategic planning of the harbour and the harbourfront

Relevance of the Study

- Harbour's edge is now a finite resource and so interface between water and land uses must be planned carefully and within an overall context
- Up-to-date and comprehensive “audit” of existing marine/water based uses and users
- Initial attempt to identify predominant future water uses in an integrated and strategic context
- Initial effort to identify all land/water interface requirements

Thank you