



香港城市設計學會  
Hong Kong Institute of Urban Design

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7 July 2025

By email: [sdevoffice@devb.gov.hk](mailto:sdevoffice@devb.gov.hk),

Ms. Bernadette LINN, JP

Secretary for Development

Development Bureau

Land and Development Advisory Committee Secretariat,

18/F., West Wing, 2 Tim Mei, Avenue, Tamar, Hong Kong

Dear Ms. Linn,

HKIUD's Comments on Various Recent Harbourfront Improvement and Marina Projects

On behalf of the Hong Kong Institute of Urban Design, we would like to submit the following file for your consideration, our comments Various Recent Harbourfront Improvement and Marina Projects . We are also pleased to meet relevant officers to further explain the contents therein if necessary.

Should further information be required, please kindly contact me or Ms. Cherry Lau, our Senior Administrative Officer at 2235 9057.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Cheung', is written over a horizontal line.

(Anthony CHEUNG)

Chairman, Public Affairs Committee  
Hong Kong Institute of Urban Design

Cc: Harbour Office, Harbourfront Commission Chairman, MTRC and URA

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## Various Recent Harbourfront Improvement and Marina Projects HKIUD's Comments

July 2025

HKIUD welcomes the government's initiatives to develop a number of marina and harbourfront improvement projects, including:-

1. Sites in the vicinity of Hung Hom Station and waterfront area;
2. Victoria Cove proposal by URA;
3. Marina development at the expansion area of the Aberdeen Typhoon Shelter
4. Development of the Ex-Lamma Quarry Area
5. Marine facilities between Airport Island and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

### General

The harbour and our coastal waters are the biggest assets of Hong Kong. Making the best use of the water body for public enjoyment is supported. Other than marina, good varieties of leisure and recreational activities should be available for the enjoyment of all walk of people.

However, our harbour and our harbourfront has not been well-used. First of all, it is relatively not accessible. It is predominately occupied by singularity of use, i.e. promenades. We are glad that the government is taking the initiatives to allow more imaginations along our waterfront.

#### I. Sites in the vicinity of Hung Hom Station and waterfront Area

<https://www.legco.gov.hk/yr2025/english/panels/dev/papers/dev20250429cb1-690-3-e.pdf>

This proposal is the closest to the urban area and, therefore, the most important one amongst all proposals. According to MTRC, there are four main objectives for their proposal:

- a. enhancing commuting experience for the public,
- b. improving pedestrian connectivity,
- c. enlivening Hung Hom harbourfront, enriching visitor experience, and
- d. creating a new landmark, making good use of the prime site as well as adding vibrancy and energy to the Victoria Harbour.

While MTRC's proposal is commendable on the improvement in place making, walkability and accessibility in the area, HKIUD suggest the government and the project proponent take the following into consideration:-

1. Abandonment of the VIA process and protection of ridgeline

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The majority of the sites current fall under the zoning of “OU(Comprehensive Development)” and it is apparent that a rezoning exercise is required to rezone the sites into OU(Comprehensive Development) such as to encompass the additional surrounding area, the GIC site and to eliminate the previous height restrictions.

The presented materials did not include any information on Visual Impact Assessment (VIA) and, apparently, an abandonment of any attempt to fulfill the protection of ridgelines as recommended in paragraph 6.2.5 of the Urban Design Guidelines.

Whilst HKIUD considers that the protection of ridgelines as laid-out in the Urban Design Guidelines should be respected, there is no saying that this is an absolute requirement that the ridgelines can't be partially infringed. An absolute stepped-height or birthday-cake arrangement for building height profile from the harbourfront may also mean a cityscape of no excitement. It is rather more damaging for blindly observing this suggestion than having exception with reasoning. For visual excitement, we shall allow spots of high intensity while majority, say more than 50%, of the affected ridgelines can be appreciated from the relevant visual sensitive receiver (VSR).

## 2. Sound business case and long-term sustainability

A long-term sustainable business case for the long-term sustainability of the project was not presented in Legco paper. We hope that there is a comprehensive business plan study to ascertain long-term sustainability of the project as well as to attain the best values for the overall development of Hong Kong.

Take Marina Bay and Darling Harbour as examples, besides all the attractions, both destinations are anchored by conference and exhibition facilities. With easy access via East Rail connection to Lok Ma Chau Loop and San Tin Technopole and the presence of a globally ranked university on technologies, i.e. Poly University, and as a departure from those exhibition and conference facilities in Wan Chai and the airport, conference and exhibition facilities, if found viable, can be dedicated for those related to the high tech industries.

## 3. Public open space in the sky

The landmark building as proposed now seems lacking any excitement when compared to famous counterparts in the rest of the world such as Marina Bay Sands deck in Singapore or Sky Garden in London.

Both the decks on Marina Bay Sands and Sky Garden are public open spaces and with commercially operated businesses around them. Complimentary food and beverage activities and more exciting activities such as cable car ride, sky-diving, zip-lines, etc. shall be investigated.

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4. Improvement of connectivity and passenger transport mode interchange experience - full decking over the former Hung Hom Tunnel toll plaza

PolyU has previously proposed the decking over the former Hung Hom Tunnel toll plaza. We wonder why such a proposal is not adopted. First of all, with the decking, connectivity from the hinterland to the harbourfront will be much improved. There will be more land for greenery while bus lay-bys on both directions can be covered and providing a better environment for passengers interchange their transportation mode.

On the side, noise pollution will be abated and, therefore, not only hotel or office uses but dormitories and residential uses can also be considered.

5. Benchmarking the project with successful foreign examples and models –

We suggest the government and MTRC to look into successful foreign examples in terms of urban design:-

- a. Darling Harbour and Barangaroo development in Sydney
- b. Marina Bay in Singapore
- c. Hudson Yard in New York

Below are the common successful urban design features of these examples:-

- a. **Public Space as a Priority:** All three developments emphasize accessible, high-quality public spaces.
- b. **Mixed-Use & Density:** They blend residential, commercial, and cultural uses to create vibrant, 24/7 districts.
- c. **Sustainability & Resilience:** Each incorporates green building practices, climate adaptation, and energy efficiency.
- d. **Cultural & Community Engagement:** Art, events, and inclusive design foster a sense of place and belonging.

6. Positioning of the Coliseum

With the completion of the Sports Park and upcoming performance venue under construction on the airport island, some of the functions of the Coliseum would be shared or taken over by other venues. A holistic review of the positioning of the Coliseum is desirable. Major revamp of the building or redevelopment of the site might be necessary to meet the modern need

7. PHO amendments

With the imminent passing of PHO amendments and that 0.8 hectare of reclamation will be considered as minor reclamation, we would like to see how these 0.8 hectares allowance be utilized. In general, we hope most of these 0.8 hectares of reclamation can be dedicated for

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public enjoyment; they need not to be free and open as a promenade but for activities, commercial or not, that the public and visitors can truly enjoy.

## II. URA To Kwa Wan Harbourfront Study

We encourage URA to further study on strengthening the preservation of strong historical characters of the area to create a strong identity for the area. For Connection 1 proposed by URA, there is a good potential to connect Kowloon Walled City Park, Lung Tsun Bridge, Sung Wong Toi Park, Station Square to the waterfront with a pedestrian historical trail, and hence connecting the old Kowloon city to the new Kai Tak Area. It is Government's plan to preserve Lung Tsun bridge in a sunken park, which would be connected to Kowloon City through a pedestrian tunnel under the busy Prince Edward Road East.

### Conclusion

HKIUD encourages the government to diversify our waterfronts, facilitating 24-hours activities and reduce singularity in uses. There shall be a comprehensive review of the overall planning of our harbourfront, studying if there can be better connectivity from the hinterland to the harbourfront. With the imminent passing of the Harbour Protection Ordinance amendment, the government shall see if the relaxed small scale reclamation can made our harbourfront a better place for our citizens and visitors.

While connectivity to the inland is essential, we shall also use marina infrastructures as gateways across the water, re-tying historical ferry and kai-to connectivity. There shall be also governance to reduce commercial vessel with cargo transit through Victoria harbour. There is a lot of transiting traffic detrimental to clean air and recreation oriented water activities. To make the harbourfront marina activities more enjoyable for everyone, there shall also be governance to enforce speed limits for motorised vessels to minimize waves and reduce requirement of hard edge waterfronts and promenades.

HKIUD is still working on our comments on the other 3 marina proposals. We, in general, support the marina proposals but would like to urge the government to put urban design as one of the priority aspects in the planning of these marinas.

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