

Hong Kong, 3 October 2023

Chairman and Members  
Subcommittee to Study Policy Issues Relating to the Harbourfront  
Legislative Council Complex  
1 Legislative Council Road, Central, Hong Kong

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Dear Chairman and Members,

### **Water friendly culture: Waterfront development and management.**

We are pleased to read “*An Overview of the Strategy of Connecting and Enhancing the Harbourfront within and beyond the Victoria Harbour*” (LC Paper No. CB(1)795/2023(02), including the strategy for waterfront enhancement initiatives beyond Victoria Harbour.

### **Longest coastline of any global city.**

Hong Kong has more water (1,647km<sup>2</sup>) than land (1,108km<sup>2</sup>). We have 263 islands larger than 500m<sup>2</sup>. Our coastline is the longest of any global city: 456km around the peninsula, and 722km around the islands.

### **A focus on waterfronts since 2002.**

Our organisation was founded in 2002 to promote “*Designing Hong Kong Harbour District*” – the waterfronts of Victoria Harbour. Government responded positively and set up the Harbourfront Enhancement Committee in 2004 (now known as the Harbourfront Commission). Since 2010 we are promoting “Living Harbours” – waterfront facilities which allow the active use and enjoyment of our waters. Below, please find suggestions and recommendations.

#### **1. Plan ahead to connect all waterfronts.**

Our urban areas are mostly located near and along water. Enhancement of waterfronts benefits residents of all ages and abilities. In the 2022 Policy Address, the government adopted our proposal for a “Round-the-Island Trail”. We continue to identify and promote routes around the waterfronts of Lantau, between Lohas Park and Tuen Mun, around Tsing Yi and along the shores of the New Territories.

A comprehensive policy for waterfront connectivity directing government’s works agents avoids expensive or impossible retrofits. The highway between **Shau Kei Wan and Heng Fa Chuen** was built without a footpath and cycle track alongside. A retrofit is now needed through the along the Coastal Defence Museum. Tsing Ma Bridge, Stonecutters Bridge and Ting Kau Bridge lack pedestrian and cycling access. Future bridges such as Route 11 can connect pedestrian and cycling routes along the coast of **Tsing Lung Tau and North Lantau**.

#### **2. Provide shelter for boats and equipment for sports and water recreation.**

Hong Kong requires shelter and facilities for the safe keeping and maintenance of marine related equipment. Unlike Europe, USA or Australia, residents do not have such space at home. From boats to surfboards, many are kept out on sea without shelter or forced to tie up at unauthorised locations on land. This is not safe. The Marine Department reported 110 vessels salvaged, and 474 vessels lost during Typhoon Mangkhut.

### **3. Connect water and land – expand the Pier-Improvement-Program**

Land-water interfaces such as piers, landing steps, boat ramps, and water sport clubs extend public space along waterfronts onto the nearby waters. This is a big win in a city short on land, and rich on water. CEDD's Pier-Improvement-Program is needed to cover all waters throughout Hong Kong, including Victoria Harbour, Junk Bay and the Southside of Hong Kong. A set of landing steps can **connect the Kwun Tong Typhoon Shelter with the Ngau Tau Kok MTR station**. Storage facilities with landing steps at the head of the Kai Tak approach channel allow **the Kai Tak Sports Park to offer water sports**.

### **4. Include marine facilities in new development plans.**

Government accepted our proposals to include a marina in the Tung Chung East New Town Extension, and an expansion of Aberdeen Harbour. We urge government to include typhoon shelters and water recreation facilities in the **Area 137 reclamation** and **Ma Liu Shui reclamation**. This will benefit close to half a million residents around Junk Bay and nearly one million residents around Tolo Harbour. We also urge government to revive plans for water sports facilities at the former **Shek O Quarry at Tai Tam Bay**.

### **5. Facilitate outdoor dining along waterfronts.**

Different departments are working to ensure public waterfronts include amenities such as seating, shade, vending machines, public toilets, water refill machines, and showers. To enhance waterfront experiences for visitors and residents we need support for alfresco dining. Promises for outdoor seating at new developments along North Point and Hung Hom waterfronts failed to materialize. The private sector can offer outdoor dining at waterfront properties. This requires support for **changing emergency vehicle access alignments**, and **rights to place tables and chairs for outdoor dining on public and recreational space**.

### **6. Managing expectations: Vibrant waterfronts are noisy.**

Kennedy Town residents with windows open during the Covid winters expressed noise concerns over late night revelers at the waterfront. In Tseung Kwan O, residents above new waterfront cafes and restaurants complained about noise and kitchen fumes. To minimize these conflicts, Government can learn from overseas examples where land leases and sales brochures clearly advertise the planned waterfront uses.

### **7. Our waters and waterfronts – unique assets which set our city apart!**

Great waterfronts require planning and management of both the land and the nearby waters. Extending the enjoyment of our city along our many waterfronts and on to our vast areas of water is a unique opportunity for Hong Kong to set itself apart.

### **8. Who is charge of our waters and waterfronts?**

The Marine Department cares for safety of vessels and traffic but has no interest in promoting recreational boating and equipment storage. LCSD offers facilities for water sports education and training, but not for the public to store boats, kayaks or surfboards. Buildings and Lands Department look after land leases, but not outdoor dining. Should the Harbourfront Commission look after all waterfronts, not just Victoria Harbour?  
*The question is – who is in charge?*

Herewith we so submit for your consideration.

Your sincerely,

**Designing Hong Kong Limited**

## Summary of waterfront proposals

### *Shelter and marine supporting facilities (in progress):*

- A. **Tung Chung East:** Our proposal for sheltered water is included in the reclamation underway.
- B. **Aberdeen:** Government plans to expand the typhoon shelter to address local shortfall of shelter for boats. Funding has yet to be confirmed.
- C. **Kau Yi Chau artificial islands:** Sheltered water is marked on proposed broad land use plans.

### *Shelter and marine supporting facilities:*

- D. **Southside:** Piers/landings connecting with road transport needed at Deep Water Bay/Repulse Bay.
- E. **Tai Tam:** Government to re-tender the **ex-Shek O quarry** for safe mooring and storage of vessels in Tai Tam Bay. Stanley and To Tei Wan (Hobie Club) are full and subject to flooding.
- F. **Junk Bay - Area 65:** East Channel at Tseung Kwan O is filled with boats in need of access, boat ramps, and support facilities. Boat users are forced to climb over railings. LCSD plans for the Riverine Park adjacent to East Channel, are limited to an indoor heated swimming pool and sports centre. Facilities for the local boating community should be included.
- G. **Junk Bay – Area 137:** Bay/shelter and landing steps required for mooring and use of boats.
- H. **Tolo Harbour:** Shelter for water sports and recreation is required at the planned reclamation at Ma Liu Shui for the growing number of boats and water sports activities at Tolo Harbour. (Reference discussions at 1037th Meeting of the Town Planning Board, 12 July 2013)
- I. **Port Shelter (Sai Kung):** Additional breakwaters and storage facilities are needed offering shelter for the growing number of boats and water sports equipment exposed to inclement weather.
- J. **Lamma Island:** Shelter for boats needed in plans for development of the Ex-Lamma Quarry.
- K. **Kwun Tong Typhoon Shelter:** Landings at short intervals needed, with priority for connecting with the Ngau Tau Kok MTR station.
- L. **Kai Tak Approach Channel:** Landings at short intervals needed, with priority for connecting with the Kai Tak sports hub. The sports hub to include water sports in its mandate and facilities.
- M. **Yau Tong Bay:** Breakwaters and landings needed.

### *Connecting waterfronts:*

- N. The highway along the Coastal Defence Museum between **Shau Kei Wan and Heng Fa Chuen** was built without a footpath. A retrofit is needed for pedestrian access through the museum.
- O. The new Cross Bay Link includes a pedestrian and cycling connection between LOHAS Park and Tseung Kwan O Town Centre but lacks a connection between **Tseung Kwan O and Lei Yue Mun**. A retrofit will be required when Area 132 is reclaimed.
- P. It is unfortunate that the Tsing Ma Bridge, Stonecutters Bridge, Ting Kau Bridge, and others lack pedestrian and cycling access. The bridge proposed for Route 11 between **Tsing Lung Tau and North Lantau** can be designed to connect the coastal pedestrian and cycling routes on either side.

### *Waterfront amenities:*

- Q. Alfresco dining to be facilitated along Hong Kong's waterfronts with a focus on easily accessible locations. Waterfronts near transport nodes are suitable for the agglomeration of F&B facilities (e.g. North Point ferry piers, Hung Hom ferry piers, etc). Allowances for changing EVA's and extensions onto recreational land to be made.