

Appendix I10  
Written Comments from  
Professional Institutions / Organisations



The Hong Kong Institute of Architects **60th Anniversary** established since 1956  
 香港建築師學會六十周年紀念 ... 九五六年創會

Our Ref. : BLA/CEDD/BWIEC/VN/cw/1603  
 Your Ref. : HKI 2/7/4

By Fax and By Post  
 Fax No. : 2577 5040

31 March 2016

Director of Civil Engineering and Development  
 Civil Engineering and Development Department  
 13/F North Point Government Offices  
 333 Java Road  
 North Point  
 Hong Kong

Attn : Mr MAK Chi-biu, Project Manager (Hong Kong Island & Islands)

Dear Mr Mak

**Stage 1 Community Engagement for Boardwalk underneath Island Eastern Corridor**

Thank you for your letter dated 4 February 2016 informing the commencement of stage 1 community engagement for boardwalk underneath Island Eastern Corridor on 1 February 2016 as well as inviting the Institute to join the Focus Group Meeting on 17 February 2016.

Subsequent to the Institute's participation in the above focus group meeting, the Institute is pleased to deliver our views and comments to the proposed boardwalk underneath Island Eastern Corridor. Enclosed please find our written submission for your consideration.

Yours sincerely

Vincent Ng JP FHKIA RA  
 President

Encl



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## **Stage 1 Community Engagement on Boardwalk Underneath Island Eastern Corridor HKIA Views and Comments**

### **1. General**

The HKIA is in support in principle to the development of Boardwalk underneath Island Eastern Corridor. The Institute considers that the government should take into account relevant factors and carry the best design solution forward in order to proceed with Community Engagement, detailed design and construction as soon as possible.

The project should proceed immediately without further dwelling on the issue of uncertainty on the application of PHO. If anyone doubt its legal status, let this be settled in court rather to compromise good design principles for fearing they might not stand up in court. Good urban designs are what the community should be entitled to, not a mediocre design as restraint by self-imposed fear of vague rulings. It would then serve the Government a great opportunity to seek for legal clarification on the definition of "Reclamation" and to conclude this issue once and for all.

### **2. Overall Identity**

The institute considers that the future Boardwalk underneath the Island Eastern Corridor should embrace an unique urban design such as to develop an identity to the place in terms of planning, urban design and architecture. We strongly recommends such integrated design to be considered 3-dimensionally, including the sky above, the cover of the Boardwalk, the connections to the surrounding urban fabric and related pedestrian walkthroughs and greenery etc.

Activities and facilities should be thoroughly considered to enable the place to possess an unique identity instead of arriving at a potentially left over space. The current urban design as shown is inadequate to generate the place into a vibrant pedestrian Boardwalk or urban oasis.

### **3. Public Accountability**

The Institute considers that the Government should provide relevant and sufficient information for access by the public to monitor the development throughout the entire Public Engagement exercise. The Institute would consistently provide our views and advices to the Government in support of the Public Engagement and we urge the Government to provide sufficient information and data in the consultation process in order to ensure public accountability and the Institute can deploy our expertise in response to this Consultation.

For instance, the extent/percentage of increased "covered water" of the boardwalk is not graphically presented in the consultation document; this may affect public's opinions how is the implication of PHO. The government shall consider supplement associated data. In addition, factors such as greening ratio, overall development area, proposed extent of commercial and institutional usage etc. should be identified and disclosed to the public to enable proper conduct of the Consultation and Public Engagement exercise.



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## Stage 1 Community Engagement on Boardwalk Underneath Island Eastern Corridor HKIA Views and Comments (continued)

### 4. Access and Connectivity

Accesses and connection to the inland area of East Hong Kong should be more closely integrated; right now there are only two connections (at Tong Shui Road & Java Road) at the existing promenade of North Point. More pedestrian accesses to the Boardwalk shall be considered.

In addition to pedestrian accesses, visual connectivity and future outlook of the Boardwalk (including day-time, night time and festival events) should be holistically considered. From technical points of consideration, fire access, fire escapes and access for loading and unloading (for commercial and institutional usages) have not yet been duly and systematically considered in the present design.

### 5. Usage and Facilities Provision

The Institute considers the development is a unique opportunity to explore excellence in a green and sustainable urban design. In doing so, a well considered mix of usage and facilities are vital to the project success. The proposed usages outlined in the consultation document are not adequate; there shall be high variety of uses to create a truly vibrant Boardwalk at which both day and night activities can be carried out. The government shall consider more open space for usages like greenery & planters, performance area, playground, holiday market, etc. HKIA encourages the responsible government department to look into the example of the High Line Park in New York (<http://www.thehighline.org/>). Though linear and narrow, with innovative design and beautiful landscaping, this new cultural, leisure and recreational hub of New York is now attracting more than 5 million visitors each year.

CEDD should incorporate more planting where practically feasible to alleviate the gloomy effect imposed by the underside of the flyovers.

### 6. Width of the Boardwalk

Widening of the principal width of the Boardwalk shall be considered; the current proposed approximately 7m wide for shared use of pedestrian walkway and the cycle track is not an optimal design solution. Local widening to accommodate activities as highlighted in point 4 above should be considered in order to make better use of the proposed boardwalk. The social value and design quality of the proposed boardwalk should not be undermined by engineering and cost constraints.

### 7. Management

Management of the Boardwalk is indeed a big constraint to achieve a vibrant waterfront with diversity. Innovative designs may not be easily pursued if the Boardwalk is going to be managed by LCSD according to existing arrangement. The Government should establish a new management model for the Boardwalk.



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## **Stage 1 Community Engagement on Boardwalk Underneath Island Eastern Corridor HKIA Views and Comments (continued)**

### **8. Reclamation and Potential Phased Developments**

The overall design shall be holistic rather than constrained. Since the current proposal is already involve reclamation, the government shall carry on a more holistic design scheme to establish an “overriding public need for reclamation”, instead of having a solution based on the existing constraints.

The Institute considers that the Government should take into account the relevant laws of Hong Kong, including the Protection of Harbour Ordinance and prevailing court decisions as well as industry recommendations together systematically during the development process. The proposed Boardwalk is basically above water level except for the piles and columns. Further, the Boardwalk is very long in length. It is recommended that Government can seek for legal and professional advices whether the areas under scrutiny under Protection of Harbour Ordinance can be reduced in technical terms to the pipes and columns in order that development can proceed at quicker speed and momentum. Phased developments (where applicable and appropriate) may be considered in order to obtain legal approval (on reclamation issues and Town Planning approval) whilst the essential design and construction of the Boardwalk may continuously develop in good faith.

**The Hong Kong Institute of Architects  
March 2016**

Hong Kong, 31 March 2016

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Email: [boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)

### Comments on the Boardwalk project underneath Island Eastern Corridor

Dear Sirs,

Designing Hong Kong Limited is concerned over the captioned proposed project. We would like to share our views and suggestions:

- We support enhancing the continuous connectivity for pedestrians, joggers, cyclists, and dog walkers along the Victoria Harbour waterfront. The boardwalk appears to address a public need for access to and along the harbour where there is now none. Such public access will add value to the harbour.
- We note the recommendations by the Worcester Polytechnic Institute (WPI) study team in their recent research "Pedestrian Connectivity Along Victoria Harbour". They identified this as one of the missing physical links and their surveys showed overwhelming support for the boardwalk (although few people were aware of the actual proposals).
- At the same time, the boardwalk appears to minimize the impact on the harbour given the alternatives such as reclamation.
- However, insufficient information has been provided to justify the proposed dolphins.
- We urge Government to amend the design to maximize the beneficial use of the boardwalk. The public need is better served when more people can make good use of the boardwalk. Design improvements of the boardwalk should be made to maximize the use of the boardwalk.
- Connections between the boardwalk and existing residential and commercial buildings, and public spaces and roads should increase. This will improve the use of the proposed boardwalk. More access points between land and boardwalk allows more people to use it. This includes for example a link between East Healthy Street and the boardwalk.
- Make the Boardwalk as wide as possible so that it can be shared by walkers, joggers, line fishers, cyclists, etc. As for impairment of the harbour, what counts is the northern edge of the shadow – additional width to the south does not further impair the use of the harbour. The proposed minimal design (5m wide for walking only with few connections to/from land) unnecessarily limits the use of the board walk.
- Elevation changes should be minimized to make the use of the boardwalk convenient for children (with tricycles) and people with disabilities. The boardwalk can be levelled with the fire services pier and private piers near Healthy Street East. We note that the fire services regularly cross roads and pavements with equipment throughout the territory, and a boardwalk is no different from a pavement.

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- Other notes:
  - Improvements of connections from the hinterland to the waterfront can be enhanced as shown in earlier studies by Urbis.
  - Pavements throughout the study area and adjacent areas should be widened and road design details should be softened to create a positive environment for pedestrians. Traffic calming measures should be implemented throughout the areas near the waterfront.
  - WPI also recommended much improved signage to indicate the current best route along the waterfront, including buy using moveable signs for temporary detours. We urge for early implementation.

Here we submitted for your consideration.

Designing Hong Kong Limited  
March 2016

Encl.

1. "Pedestrian Connectivity Along Victoria Harbour", Interactive Qualifying Project Report, Study team from the faculty of Worcester Polytechnic Institute in partial fulfillment for the degree of Bachelor of Science, 50-52, 58-62