



Topical Study on the Proposed Boardwalk underneath Island Eastern Corridor

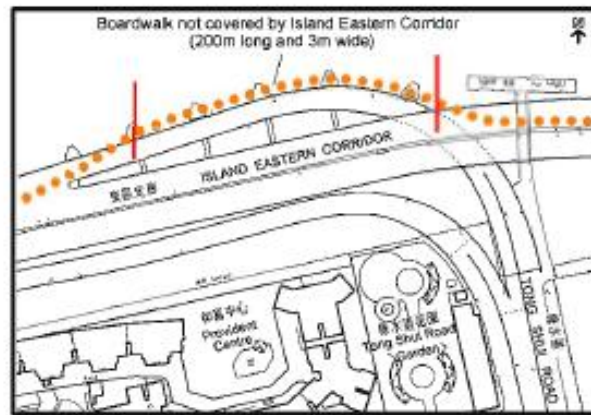
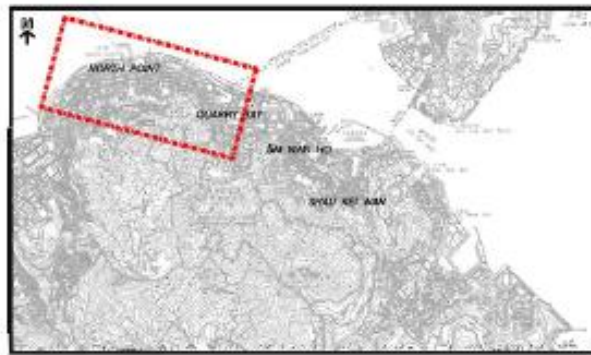
24 October, 2013

BACKGROUND

Background

- CEDD briefed the Harbourfront Commission's Task Force on Harbourfront Developments on Hong Kong Island (HKTF) the preliminary findings of the topical study including a revised alignment of the boardwalk on 30 October 2012.
- Members' major comments-
 - (i) frequent level changes of the boardwalk should be avoided;
 - (ii) diverse views on the for providing a cycle track
- A progress update session was conducted for Members on 24 May 2013. A site visit with Members was subsequently conducted on 24 June 2013 to let Members understand the site constraints

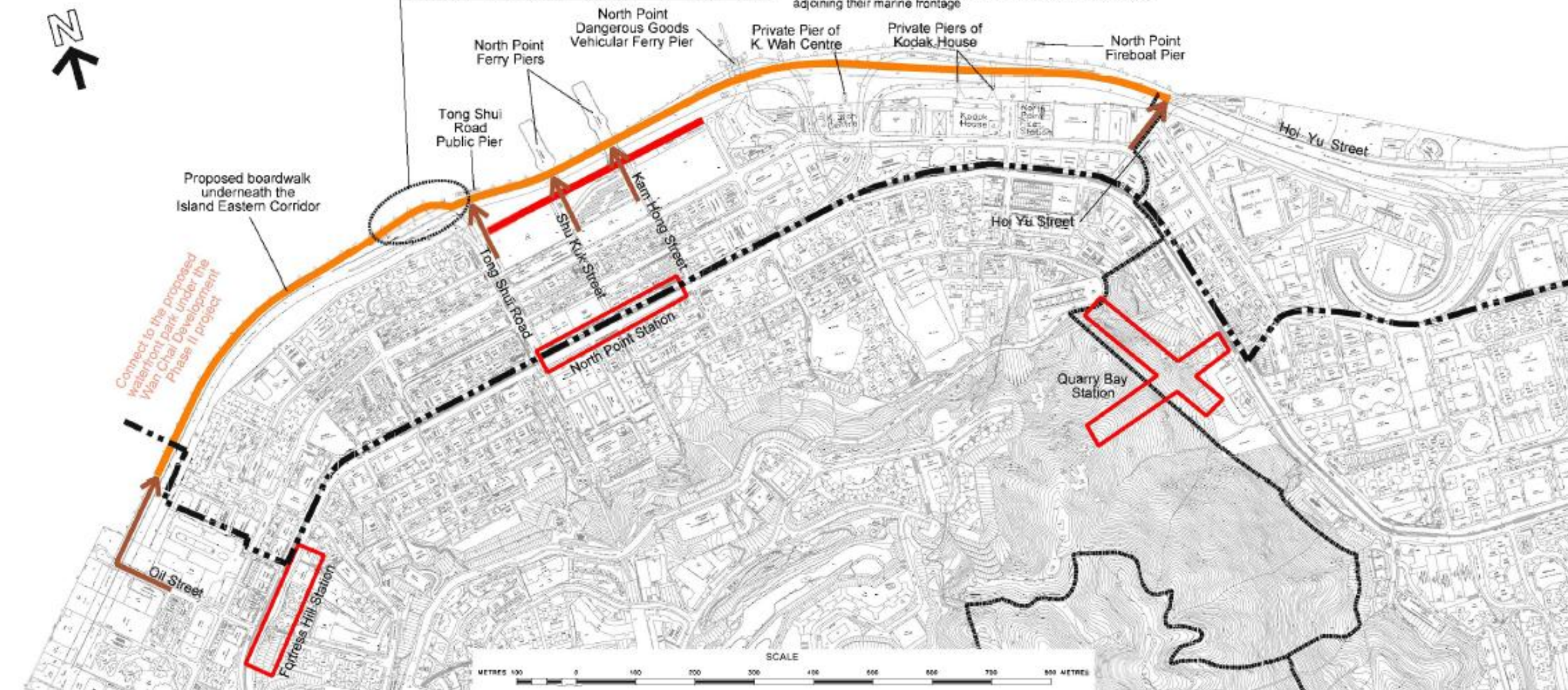
Proposed alignment of the boardwalk under HKIEHS



Legend

- Study Area Boundary
- OZP Boundary
- Existing MTR Station
- Extent of the Boardwalk
- Proposed 20m wide Waterfront Promenade of the ex-North Point Estate Site
- Connection Point between the Hinterland & the Boardwalk

Bascule bridges could be constructed at appropriate locations of the boardwalk to allow access of the vessels to the existing piers adjoining their marine frontage



Options Presented at Previous HKTF Meeting: Raised Level v.s. Low Level Schemes

(1) Raised Level Scheme :

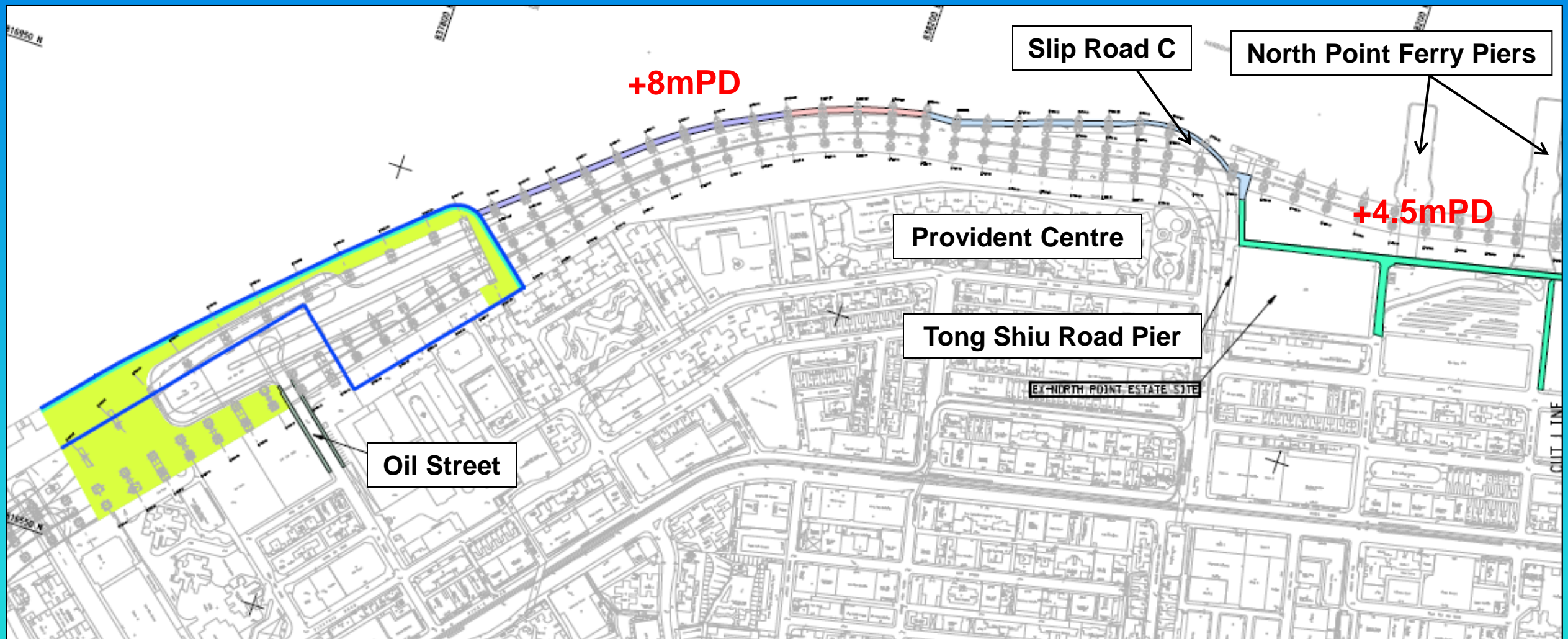
- Western approach at +8mPD
- Over existing piers at 12.5mPD
- No retractable bridge required

(2) Low Level Scheme :

- Western approach at +5.5mPD
- Over existing piers at +8.5mPD
- Four retractable bridges required

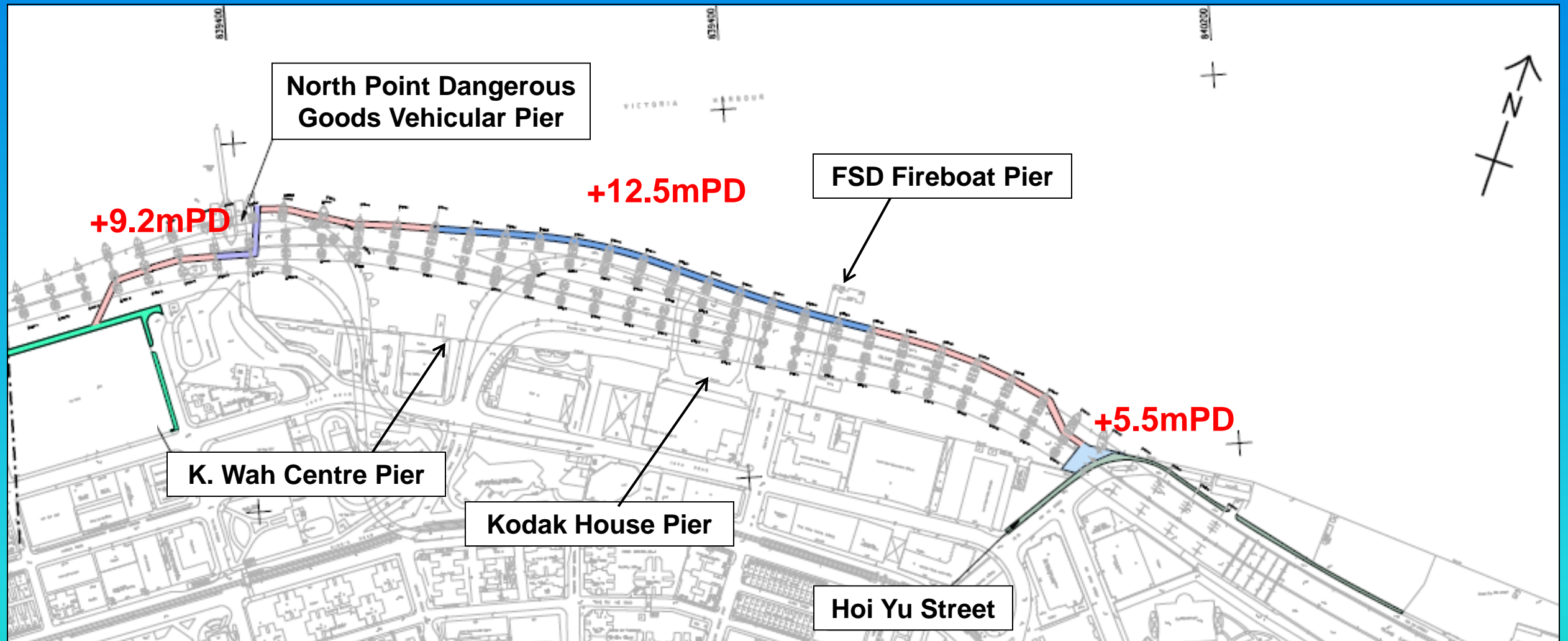
Raised Level Scheme

(1) Raised Level Scheme :



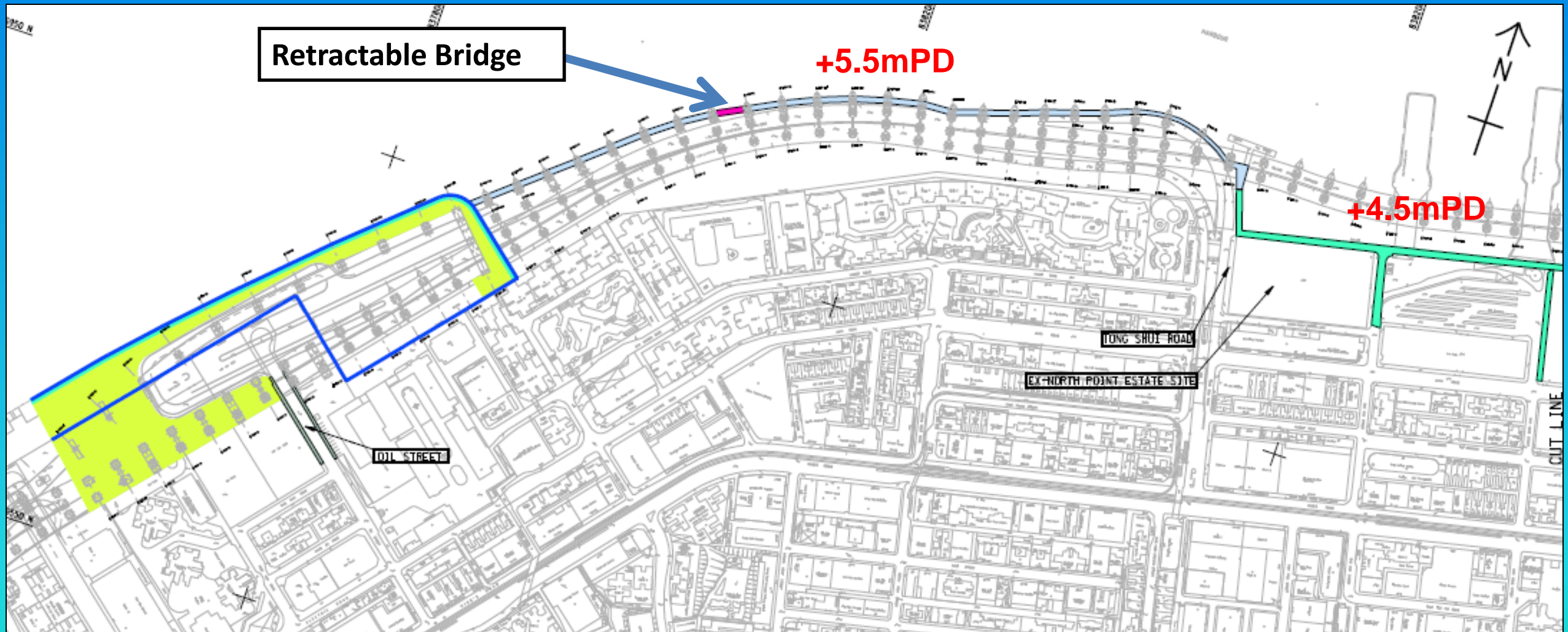
Raised Level Scheme

(1) Raised Level Scheme :



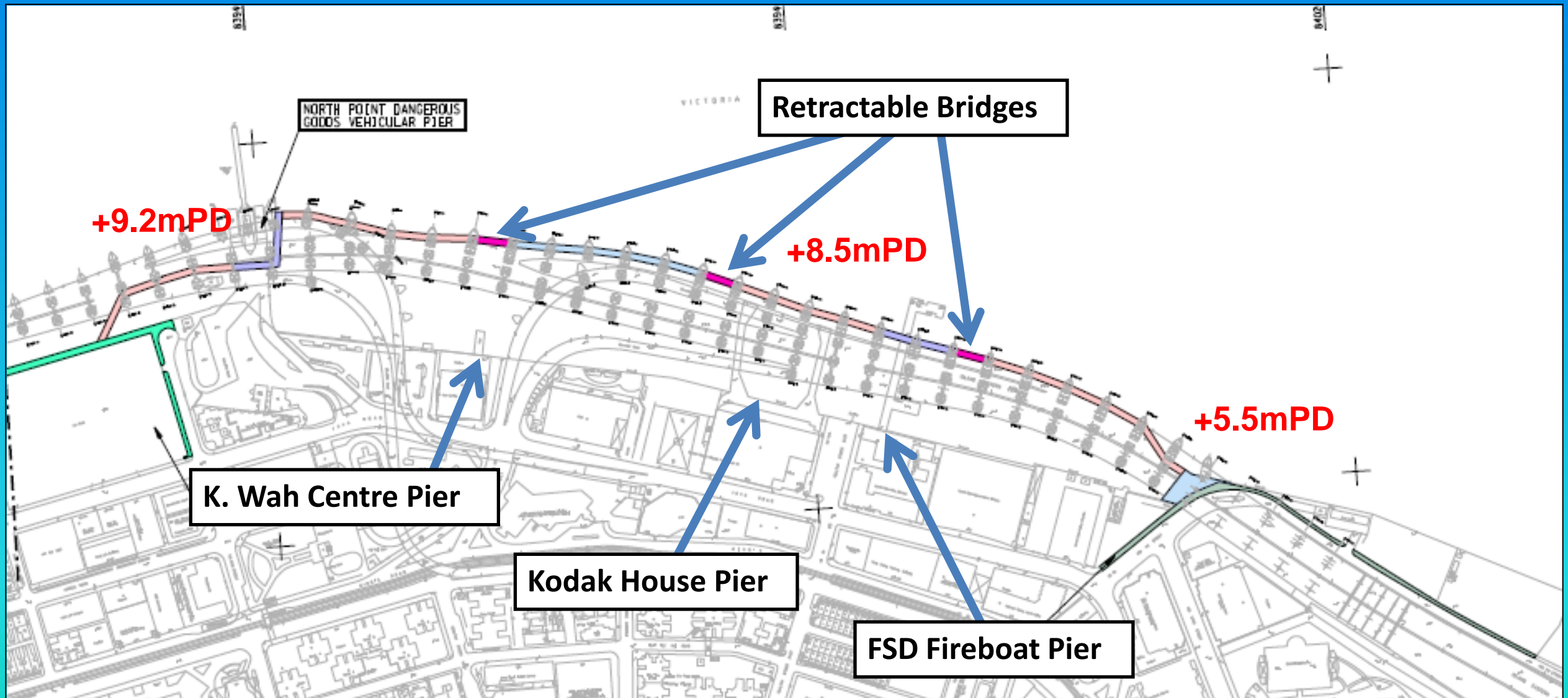
Low Level Scheme

(2) Low Level Scheme :

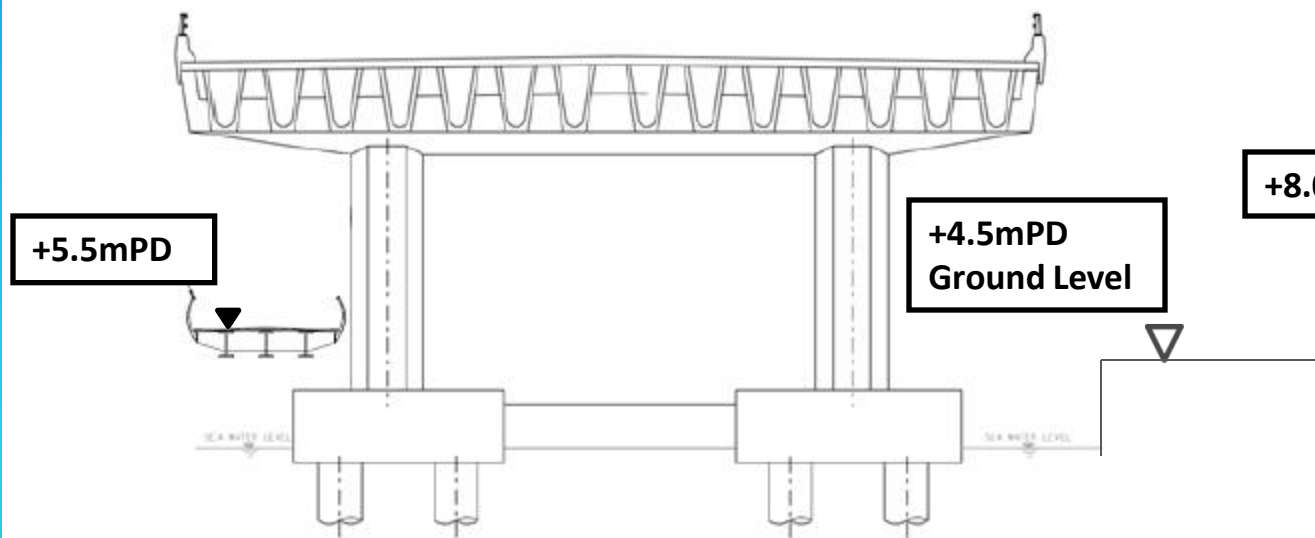


Low Level Scheme

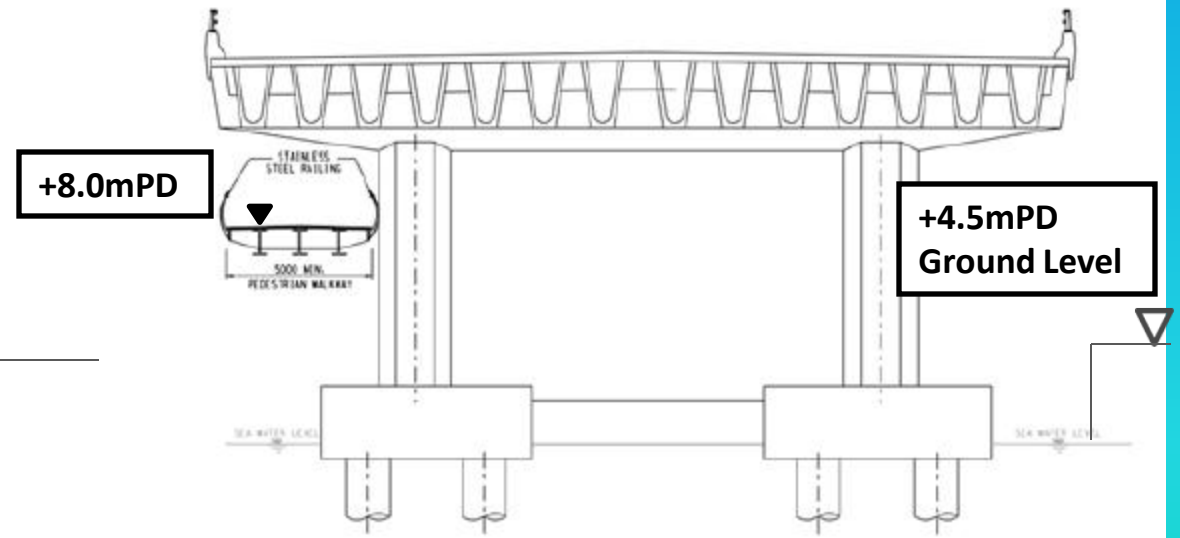
(2) Low Level Scheme :



Typical Section of Raised Level vs Low Level Scheme

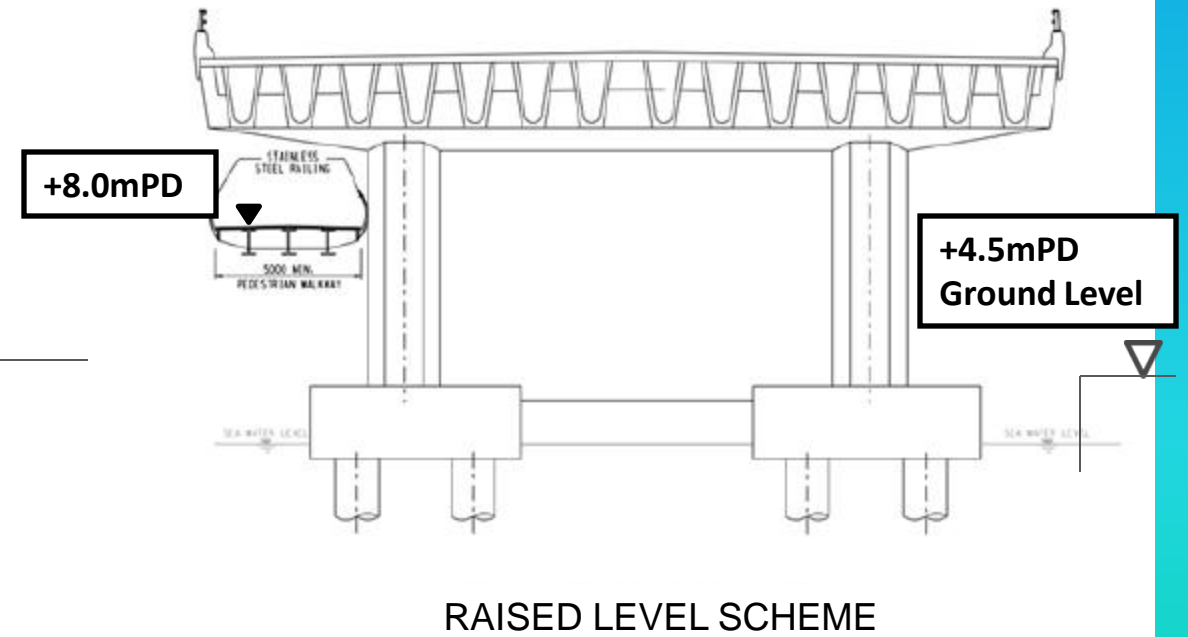
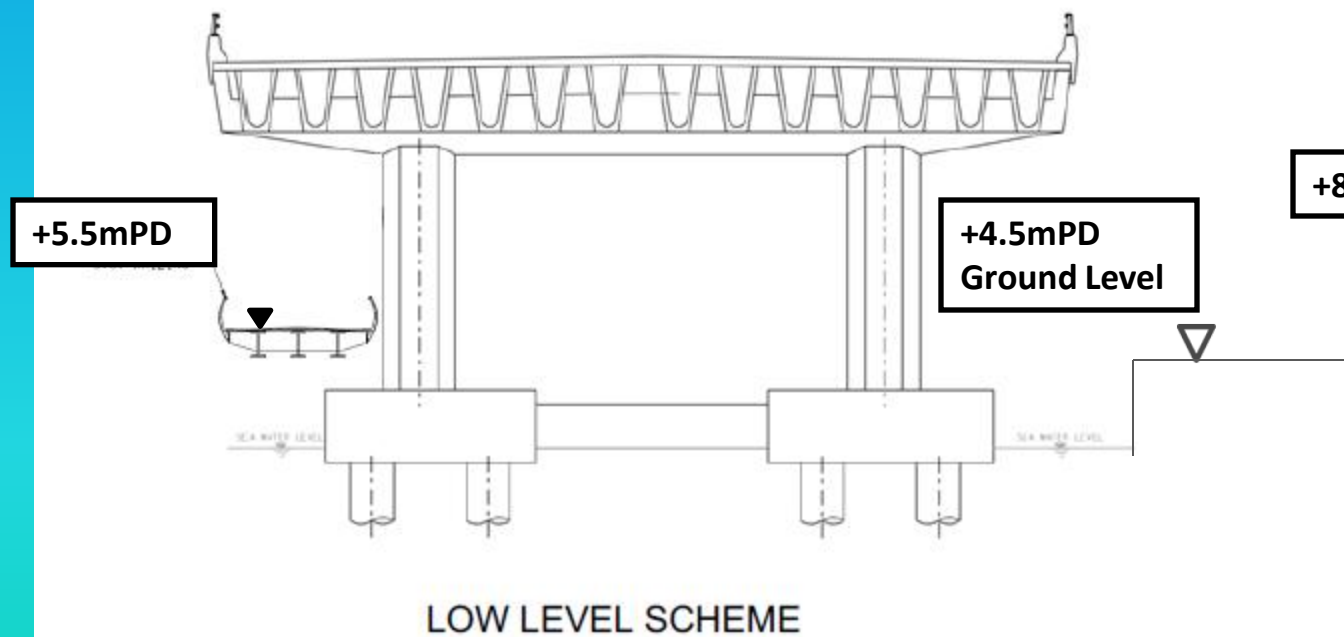


LOW LEVEL SCHEME



RAISED LEVEL SCHEME

Typical Section of Raised Level vs Low Level Scheme



KEY SITE CONSTRAINTS

Constraint A: Low Level Required at Slip Road C



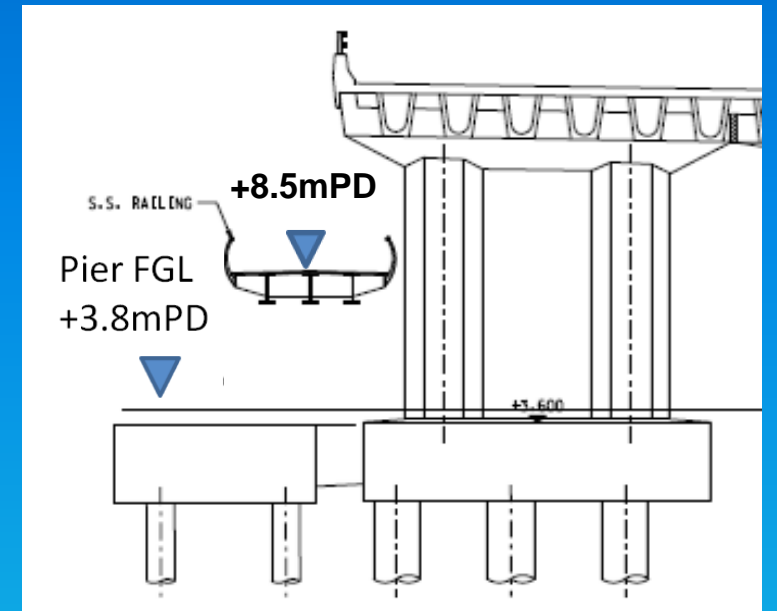
Constraint B: Raised Level Required at North Point Dangerous Goods Vehicular Pier (北角危險品車輛渡輪碼頭)



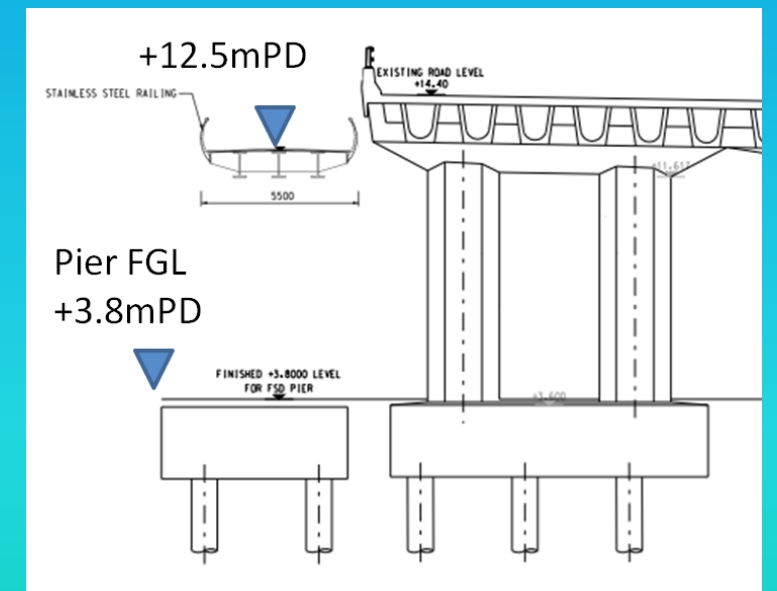
REMARK:
UPPER DECK OF NORTH
POINT DANGEROUS
GOODS VEHICULAR PIER
IS USED (北角危險品車輛
渡輪碼頭)

(Photomontage with Boardwalk Included)

Constraint C: Raised Level Required at North Point FSD Fireboat Pier (北角消防救火船碼頭)



LOW LEVEL BOARDWALK



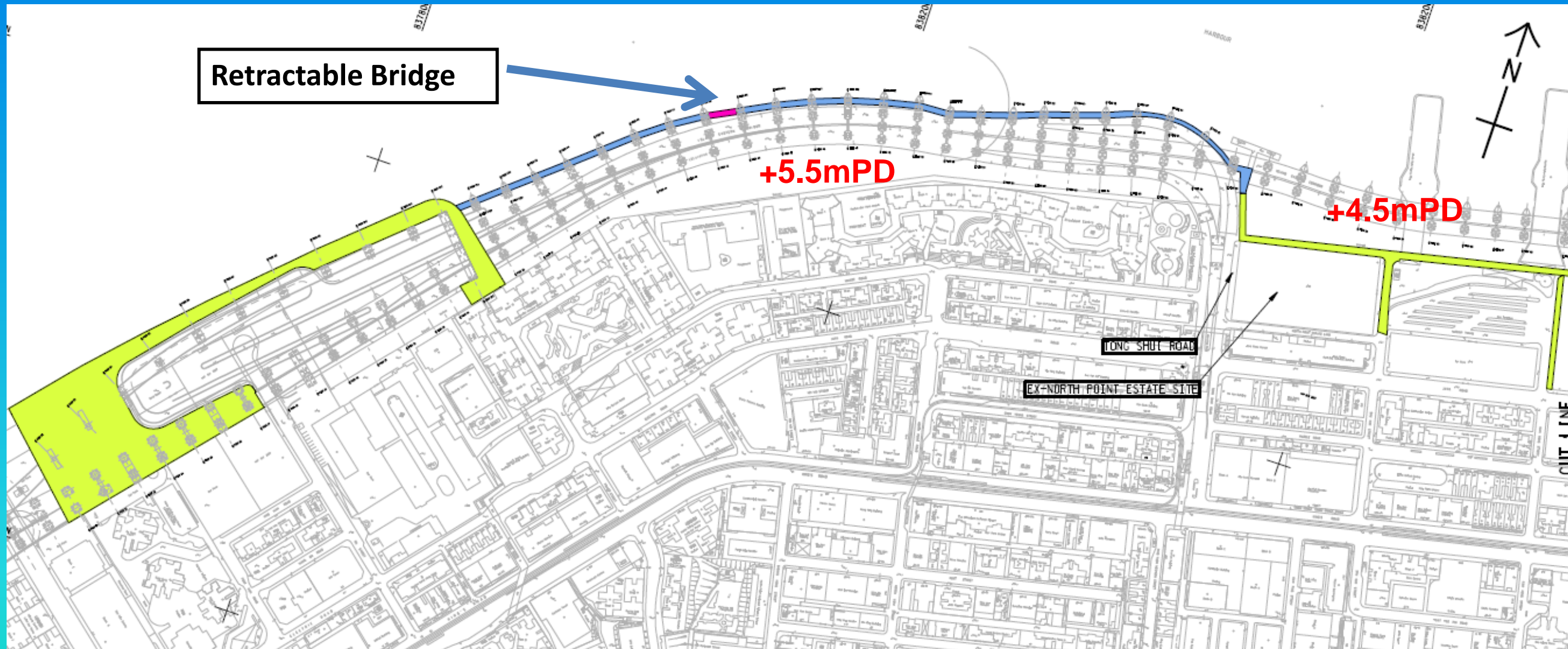
RAISED LEVEL BOARDWALK

REFINED SCHEME

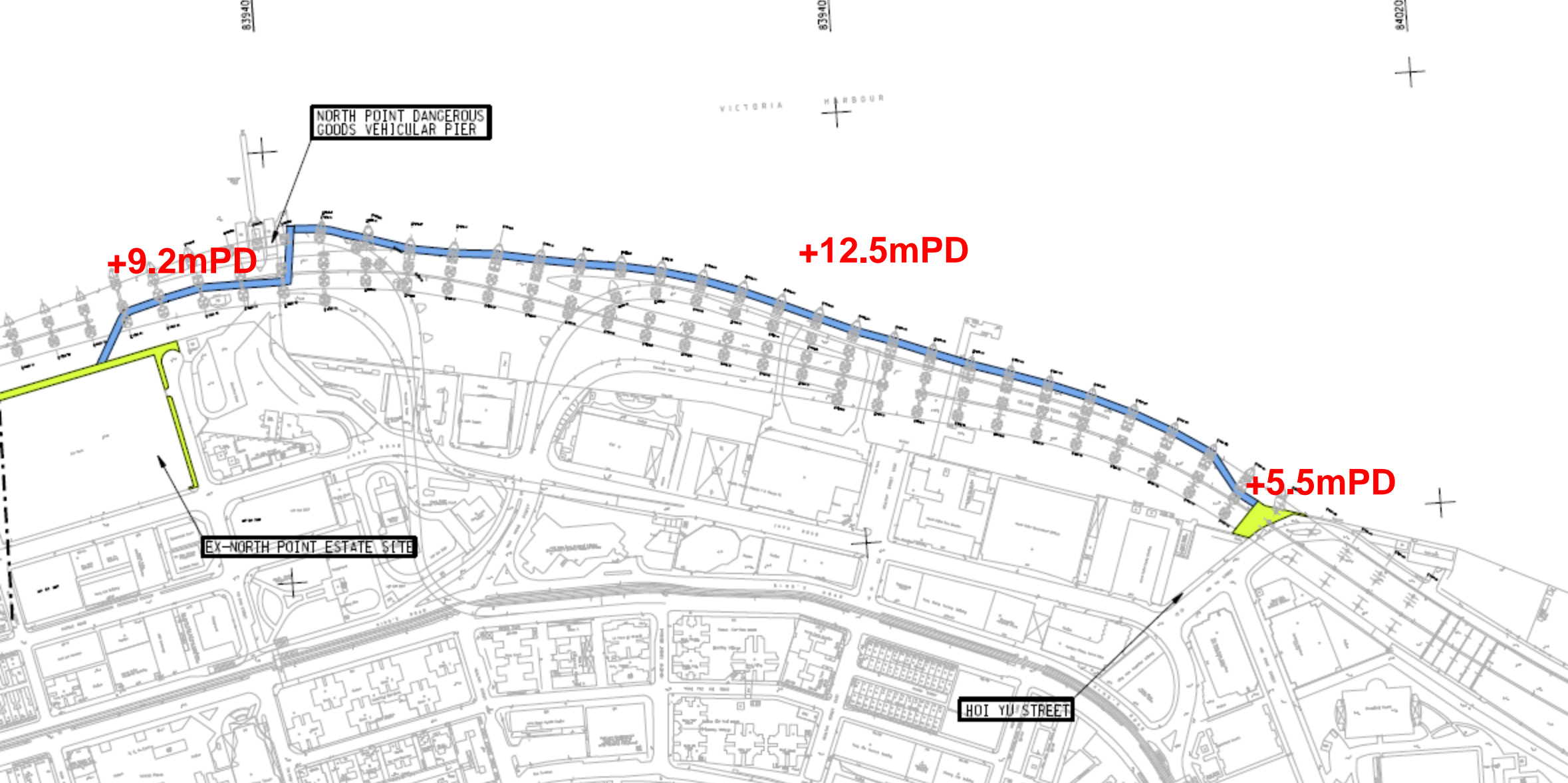
Refined Scheme after Further Review

- **Western approach at +5.5mPD**
- **Over existing piers at 12.5mPD**
- **One retractable bridge required**

Refined Scheme



Refined Scheme

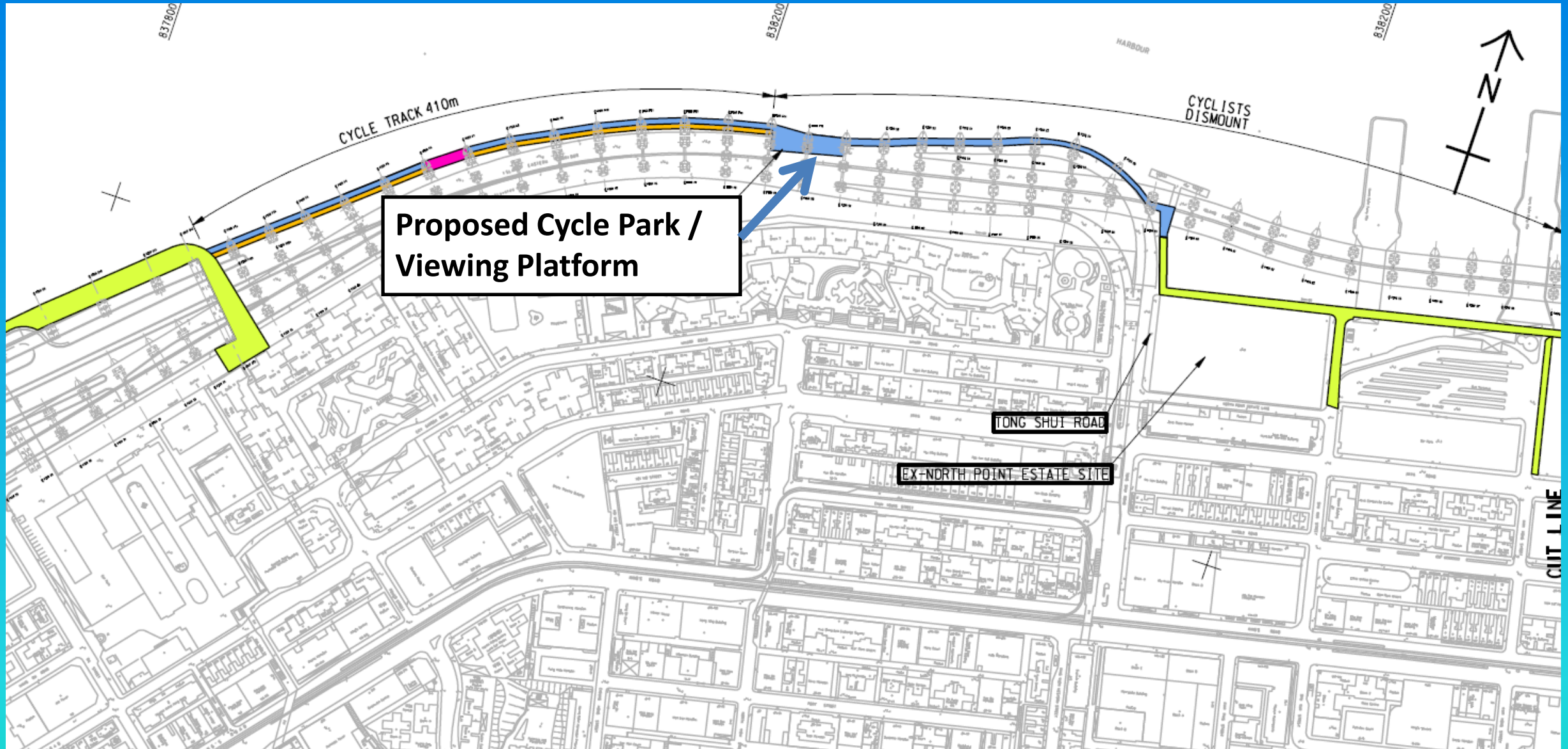


PROVISION OF CYCLE TRACK

Provision of Cycle Track

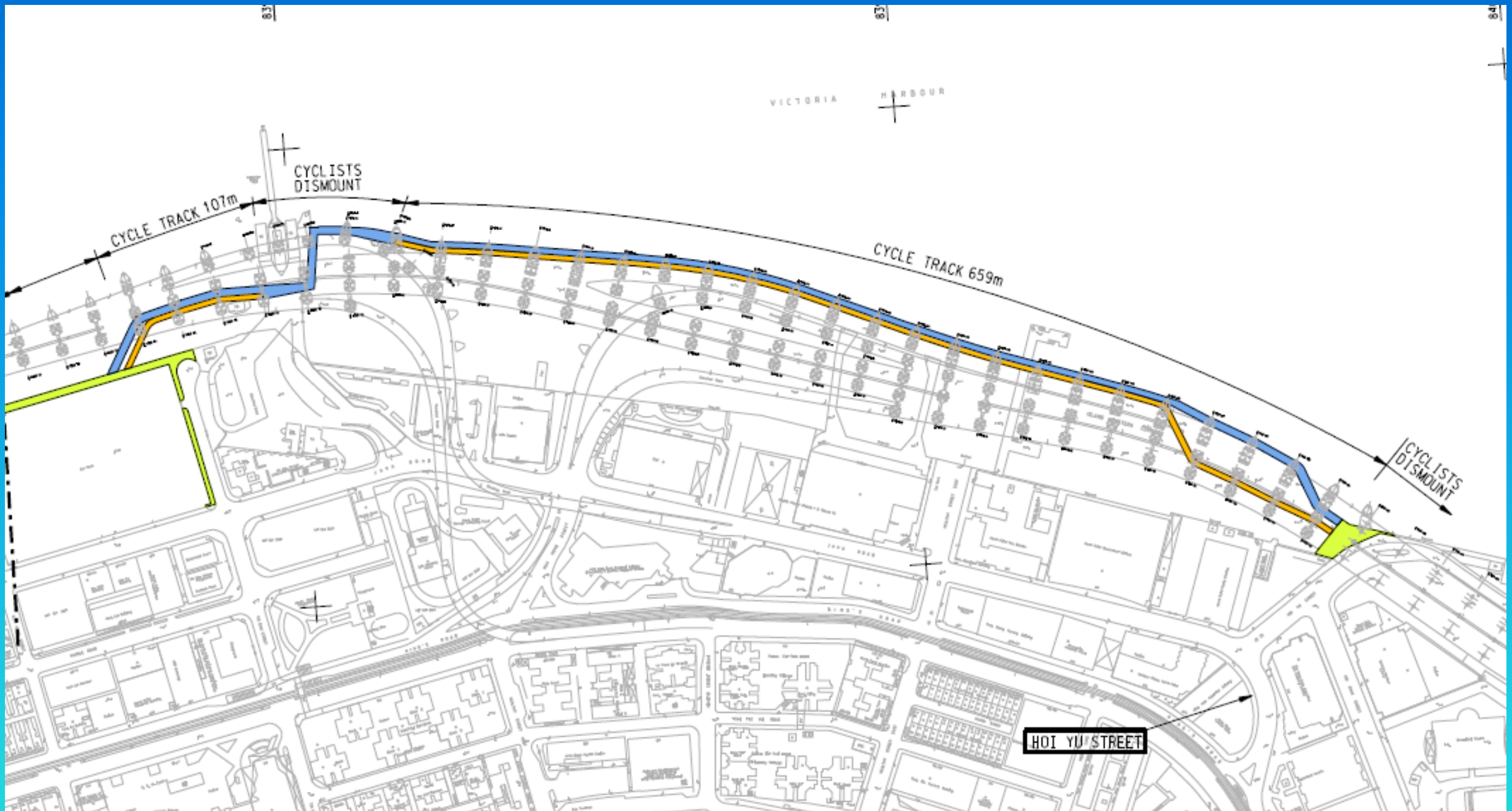
- **Design boardwalk and cycle track as a single structure to minimize operational problem on retractable bridge operation**
- **Maximum width of 4m for boardwalk and 3.5m for cycle track due to limited capacity of existing foundation of IEC**
- **Continuous cycle track is not feasible, cyclists would need to dismount at certain locations**
- **Cycle track would increase construction cost by about 50%**

Provision of Cycle Track



Ridable Length = 410m

Provision of Cycle Track

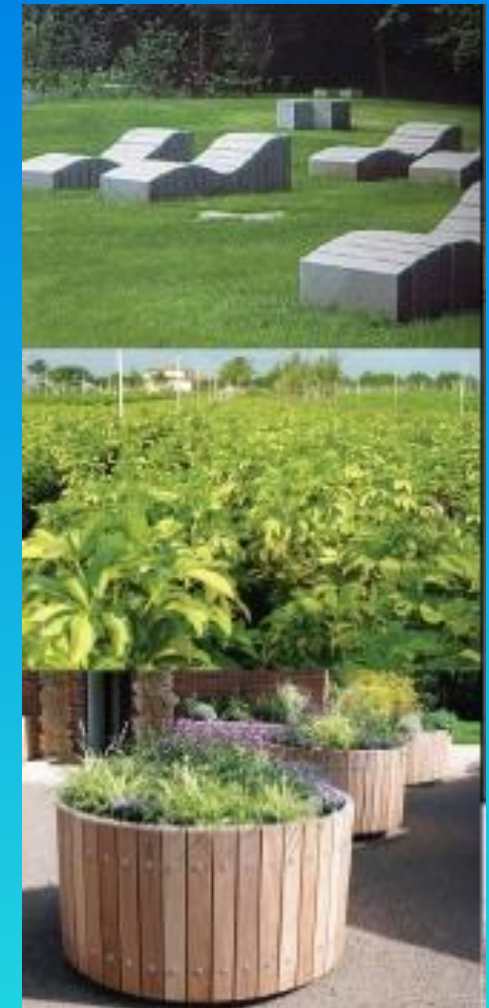


Ridable Length = 766m

Proposed Cycle Park/Viewing Platform at Provident Centre (和富中心對出單車停泊處/觀望台)



Access at Hoi Yu Street (海裕街)



REMARK:
PLAZA PROPOSED
AT HOI YU STREET
(海裕街)

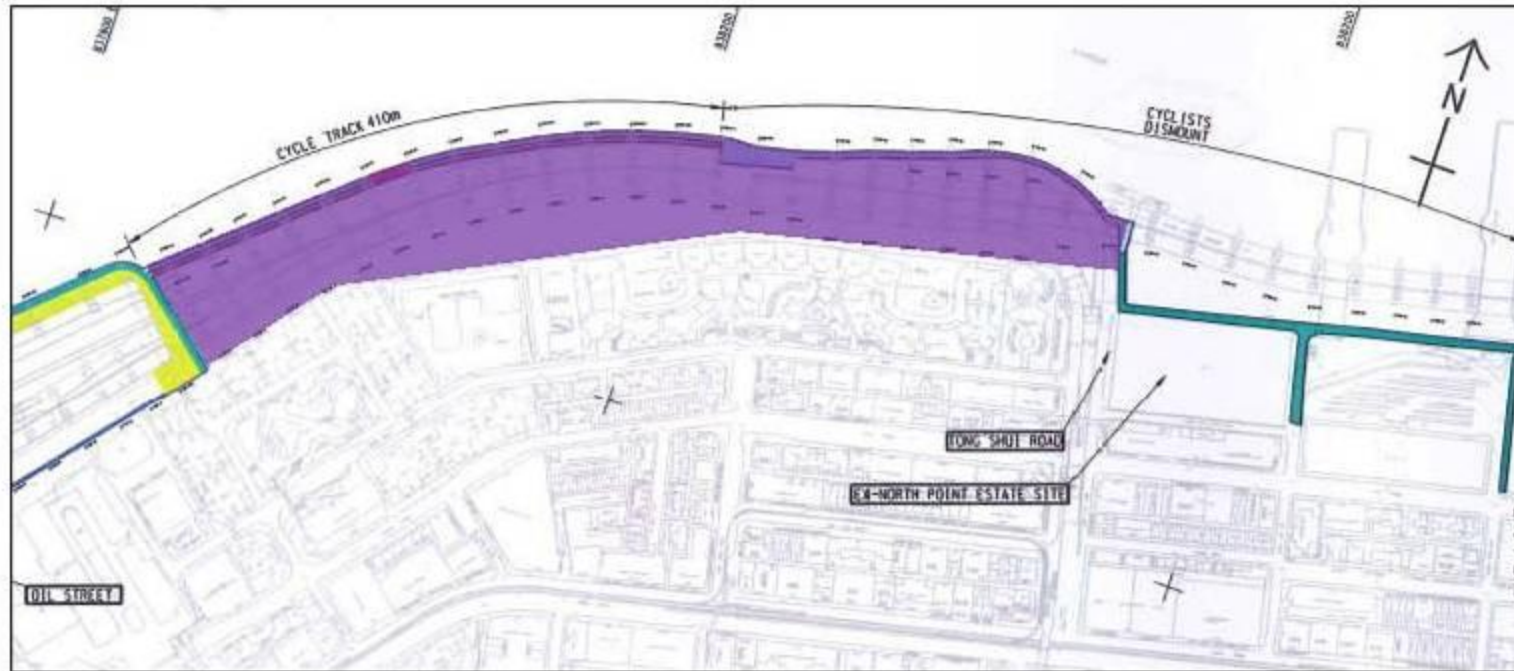
Access at Hoi Yu Street (海裕街)



PHO IMPLICATIONS

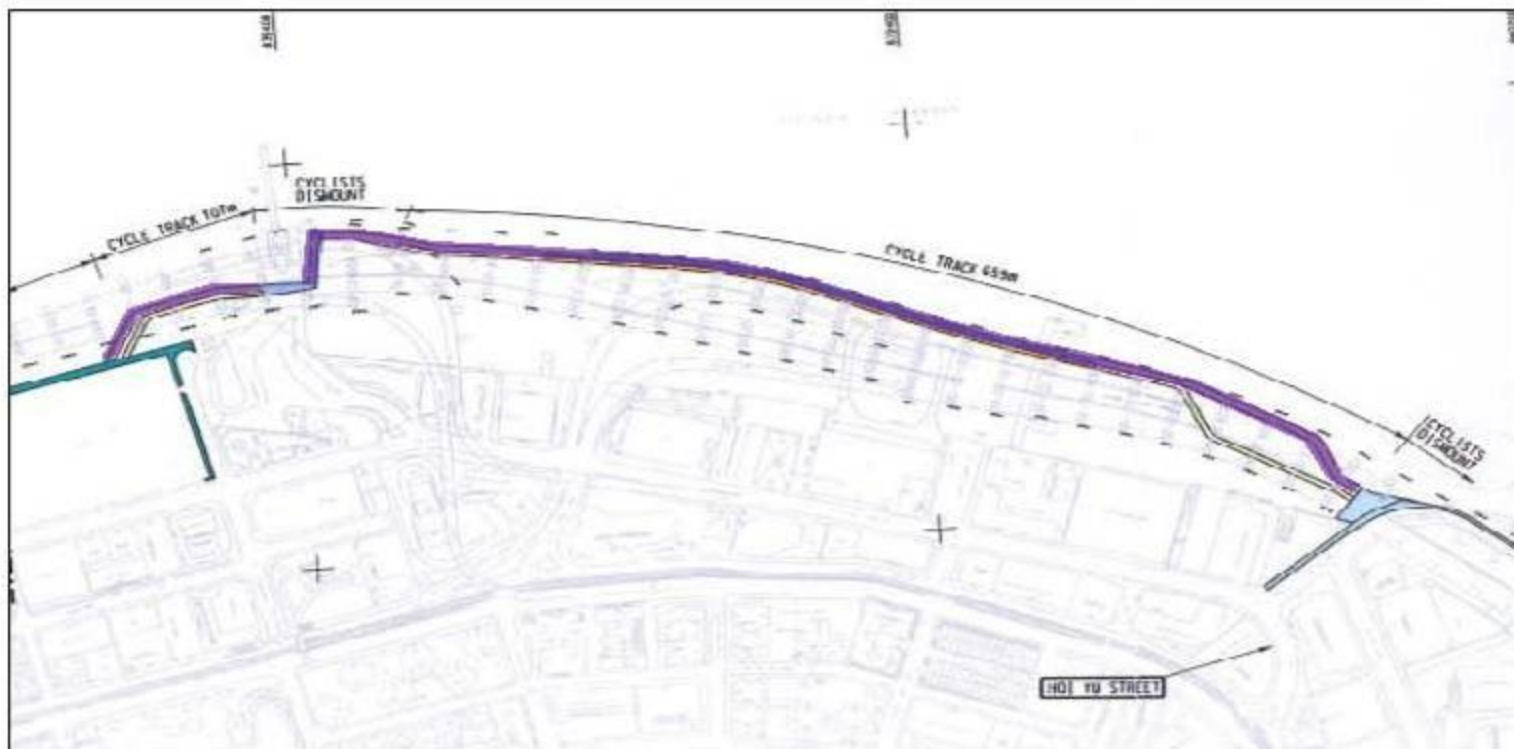
Topical Study – No Clear Conclusion

Refined Scheme



Affected Harbour Area
= 4.0ha

No conclusion
whether the proposed
boardwalk is a form of
“reclamation”



PHO Implications

- **Based on the legal advice obtained,**
 - **the proposed boardwalk above the water level upon which people can walk may be considered as “land”, and**
 - **the construction of boardwalk would be built abutting the promenade would be for the purpose of forming land from foreshore and therefore falls within the definition of “reclamation” under the PHO.**

PHO Implications

- **To satisfy overriding public need test, factors for consideration include-**
 - **whether there are social, economic and environmental needs for the proposed boardwalk;**
 - **whether the need is compelling and present;**
 - **whether there is a reasonable alternative without reclamation;**
 - **whether the extent of reclamation involved is minimum; and**
 - **public views on whether the proposed reclamation is accepted as fulfilling “the overriding public need test”.**

PHO Implications

- **Public engagement in HKIEHS was not sufficient to demonstrate whether “compelling and present need” for the boardwalk has been established**
- **To satisfy the “overriding public need test”, parameters of the proposed refined scheme would likely need to be further adjusted**

Way Forward

- **CEDD is reviewing the proposed refined scheme having regard to the legal advice and the need to satisfy overriding public need test in accordance with government's relevant technical circular**
- **CEDD will consult HKTF again on the proposed scheme having regard to the PHO implications**