

# Task Force on Kai Tak Harbourfront Development

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For information  
on 19 December 2014

TFKT/11/2014

## Progress Update on Energizing Hoi Bun Road – Green Operation

### PURPOSE

This paper updates Members on the ‘Energizing Hoi Bun Road – Green Operation’ proposed by the Energizing Kowloon East Office (EKEO).

### BACKGROUND

2. During Members’ visit to EKEO on 12 July 2012, we briefed Members on the Energizing Kowloon East Conceptual Master Plan (CMP) Version 2.0 with 10 Main Tasks, of which Tasks 5 and 10 advocated face-lifting of and bringing vibrancy to the waterfront along Hoi Bun Road. The CMP had later evolved into CMP 3.0 which was published in June 2013 (**Annex A**). We briefed Members again at the Task Force meeting on 27 November 2012 on our place making initiatives along the Kwun Tong waterfront. We then proposed ‘Energizing Hoi Bun Road – Green Operation’ (the Green Operation) in February 2014 (**Annex B**) and identified specific opportunities for this waterfront area. We have been taking these opportunities forward since then, with some projects already completed in 2014. More information is provided below (**Annex C**).

### PROGRESS OF THE GREEN OPERATION

3. Several quick-wins have been achieved:

- (i) Completion of Modification Works of Dry Weather

## Flow Interceptor (DWFI) at Tsun Yip Street and Improvement of Hoi Bun Road Sitting-Out Area

The modification works of the DWFI at Tsun Yip Street to a fully underground structure was completed in December 2013. This area has been re-designed to integrate with the adjoining Hoi Bun Road Sitting-out Area as a continuous waterfront open space connecting to the Kwun Tong Promenade Phase 1 with a consistent urban design language (**Annex D**). The whole Sitting-out Area was completed in November 2014. The connectivity, permeability and quality of the urban space in the vicinity have been improved.

## (ii) Completion of Modification Works of DWFI at How Ming Street

The modification works of the DWFI at How Ming Street into a fully underground structure was completed in January 2013. The land was surrendered and integrated with the adjoining Fly the Flyover 01 (FF01) (**Annex E**). FF01 has been opened to the public for use as an informal cultural venue for performance, exhibition and other community events.

## (iii) Completion of Modification Works of DWFI at Lai Yip Street and Integration with Creativity, Arts and Cultural Use underneath Kwun Tong Bypass

Another DWFI near Lai Yip Street and Hoi Bun Road junction is modified under a similar approach, which was completed in December 2013. This space will be integrated with the adjoining vacant Government land underneath Kwun Tong Bypass which is planned for art and cultural events and creative industry related facilities.

EKEO consulted Members on “Creativity, Arts and

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Culture – Kowloon East Fly the Flyover 0123” in November 2013. A two-month Market Sounding Exercise (MSE) was launched in November 2013 to invite interested non-profit making organizations (NPOs) to share views on the use of the 3 sites, of which Site 1 (FF01) is already in operation. We formally invited proposals from interested NPOs on 31 October 2014 to transform the 3 sites for arts and cultural events and use by creative industries. The invitation will close on 9 January 2015. We target to complete works on the 3 sites for operation around mid-2016 (**Annex F**).

(iv) Beautification of Intermediate Sewage Pumping Station (ISPS) at Kei Yip Street

Beautification works to improve the solid concrete wall of the existing ISPS was completed in September 2014 (**Annex G**). The boundary wall of the ISPS has been set back by around 3m to widen the foot path to improve walkability to the waterfront. Flowering shrubs are planted along the site boundary and vertical greening is introduced on the wall to enhance the streetscape with a consistent design language as the adjacent Kwun Tong Promenade.

(v) Greening along Hoi Bun Road

We are also investigating the feasibility to plant more trees and shrubs along Hoi Bun Road taking into account the ground conditions and the ingress/egress points of developments along the road, etc. (**Annex H**)

## PROPOSED IMPROVEMENT TO HOI BUN ROAD PARK

4. With the above quick-wins along Hoi Bun Road, we propose that the Green Operation can be further extended to cover Hoi Bun Road Park.

5. Hoi Bun Road Park, about 9,300m<sup>2</sup>, was opened back in 1990 to serve the people working in the area. It is managed by the Leisure and Cultural Services Department (LCSD). It has a 5-a-side soccer pitch, toilets, changing rooms and some leisure facilities. The existing condition of the park is shown at **Annex I**. The recent transformations along Hoi Bun Road bring new opportunities to the area. To enhance the vibrancy of the waterfront and to create greater synergy effect for the transformation of Kowloon East into an alternative central business district, we will continue to adopt the place-making approach for the Green Operation to face-lift Hoi Bun Road Park and turn it into a more attractive public open space.

6. A conceptual diagram to illustrate the proposal is at **Annex J**. We propose:

- (i) to turn the Park into a more open and green urban space where the public can freely enjoy;
- (ii) to enhance the connection between Ngau Tau Kok MTR Station and Kwun Tong Promenade Phase 2 which is anticipated to be opened in early 2015;
- (iii) a 5-a-side soccer pitch will be re-provided in the Park and become a multi-purpose venue where the public can enjoy different kinds of activities;
- (iv) to introduce more greenery and provide rain-shelters at suitable locations;

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- (v) to introduce water feature to match the theme of the waterfront;
- (vi) to explore environmentally friendly design, e.g. the use of recycled and green materials, energy saving devices, etc.;
- (vii) to provide free internet connection; and
- (viii) to provide ancillary facilities including toilets, changing rooms, services for baby care, etc.

7. The Kwun Tong District Council was consulted on 20 November 2014 about the Hoi Bun Road Park enhancement and they fully supported the proposal. We will further consult Members on the project in the design development stage when more information is available.

8. EKEO also works closely with the Civil Engineering and Development Department (CEDD) on their proposal for a cycle track network in Kai Tai Development (**Annex K**). The use of the piece of vacant land underneath Kwun Tong Bypass opposite Hoi Bun Road Park would be further considered and may be developed into a gathering place, drop-off point and bicycle rental area to plug into the cycle track network.

## CONCLUSION

9. Members are invited to note the latest progress of the Green Operation and the proposal for face-lifting Hoi Bun Road Park.

**Energizing Kowloon East Office  
Development Bureau  
December 2014**

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## **Attachments**

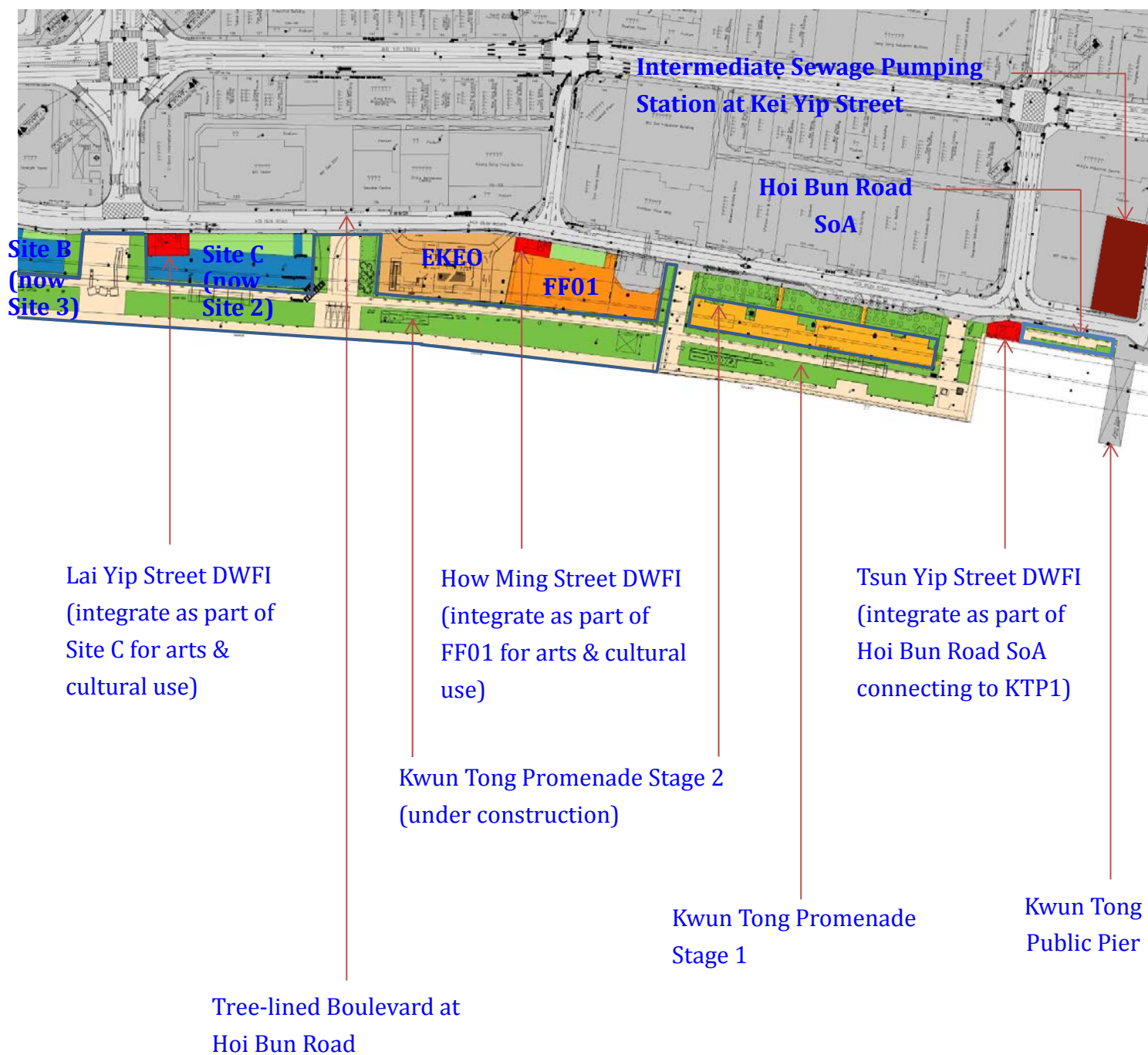
- Annex A - Conceptual Master Plan 3.0
- Annex B - Energizing Hoi Bun Road – Green Operation reported in February 2014
- Annex C - Energizing Hoi Bun Road – Green Operation Updates
- Annex D - Improvement of Hoi Bun Road Sitting-out Area
- Annex E - Site 1- Fly the Flyover 01 and DWFI at How Ming Street
- Annex F - Creativity, Arts and Cultural Use underneath Kwun Tong Bypass (Sites 1, 2 & 3)
- Annex G - Beautification of Intermediate Sewage Pumping Station at Kei Yip Street
- Annex H - Greening along Hoi Bun Road
- Annex I - Existing Condition of Hoi Bun Road Park
- Annex J - Face-lifting of Hoi Bun Road Park
- Annex K - Cycle Track Network in Kai Tak Development

## Annex A



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## Annex B



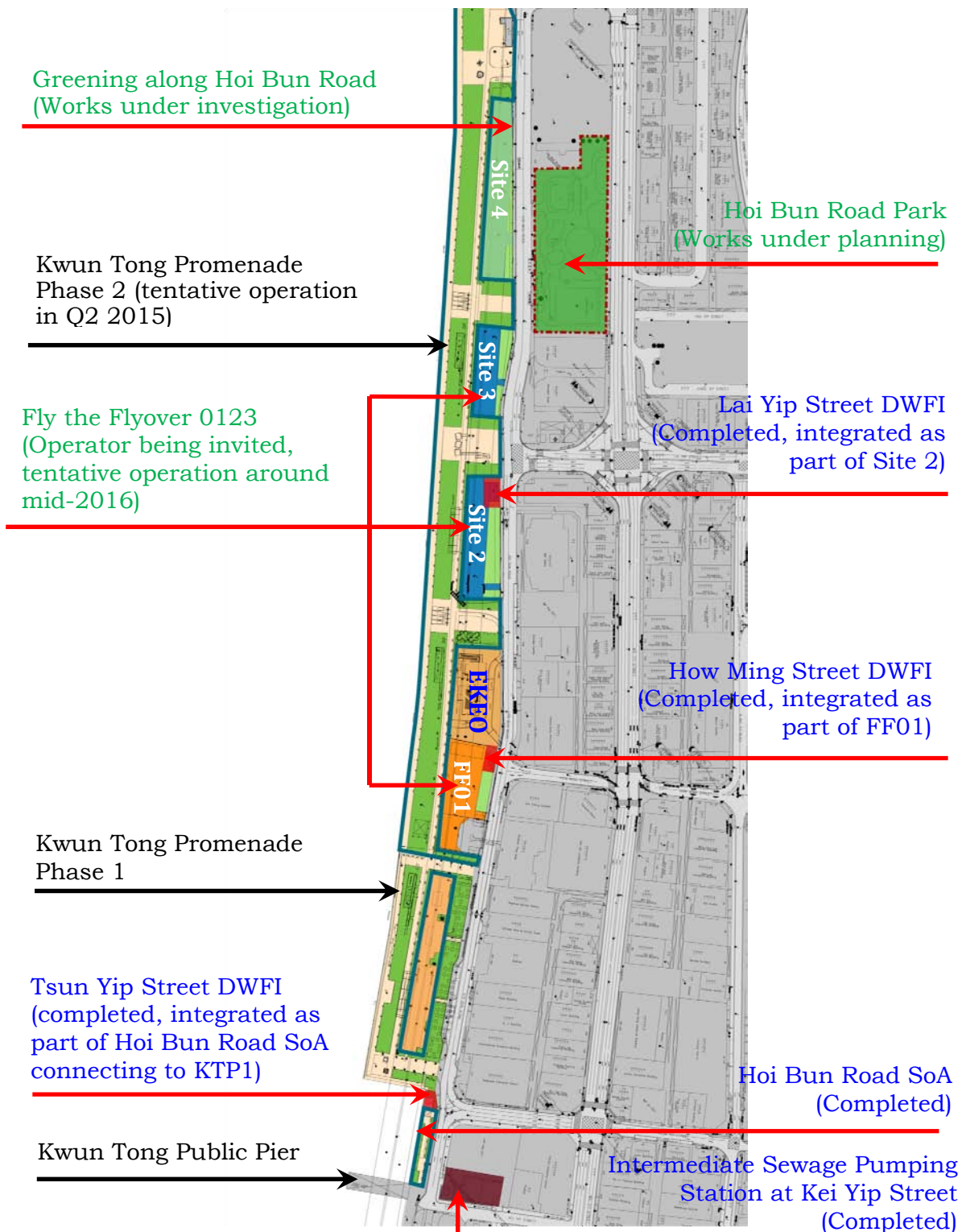
**Energizing Hoi Bun Road – Green Operation**  
**reported in February 2014**



### Energizing Hoi Bun Road – Green Operation Updates

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## Annex C

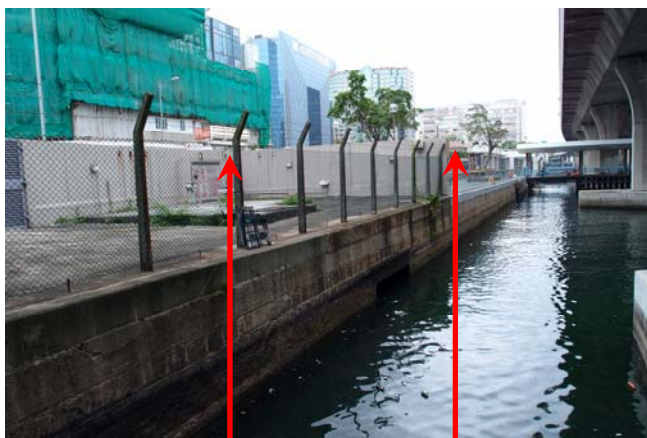


### Energizing Hoi Bun Road – Green Operation Updates

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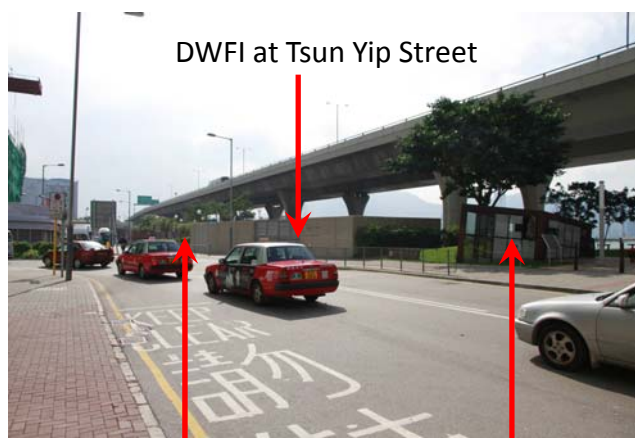
## Annex D

### Before



DWFI at Tsun Yip Street

Hoi Bun Road  
Sitting-out Area



DWFI at Tsun Yip Street

Hoi Bun Road  
Sitting-out Area

Kwun Tong Promenade  
Phase 1



Boundary wall of DWFI  
at Tsun Yip Street

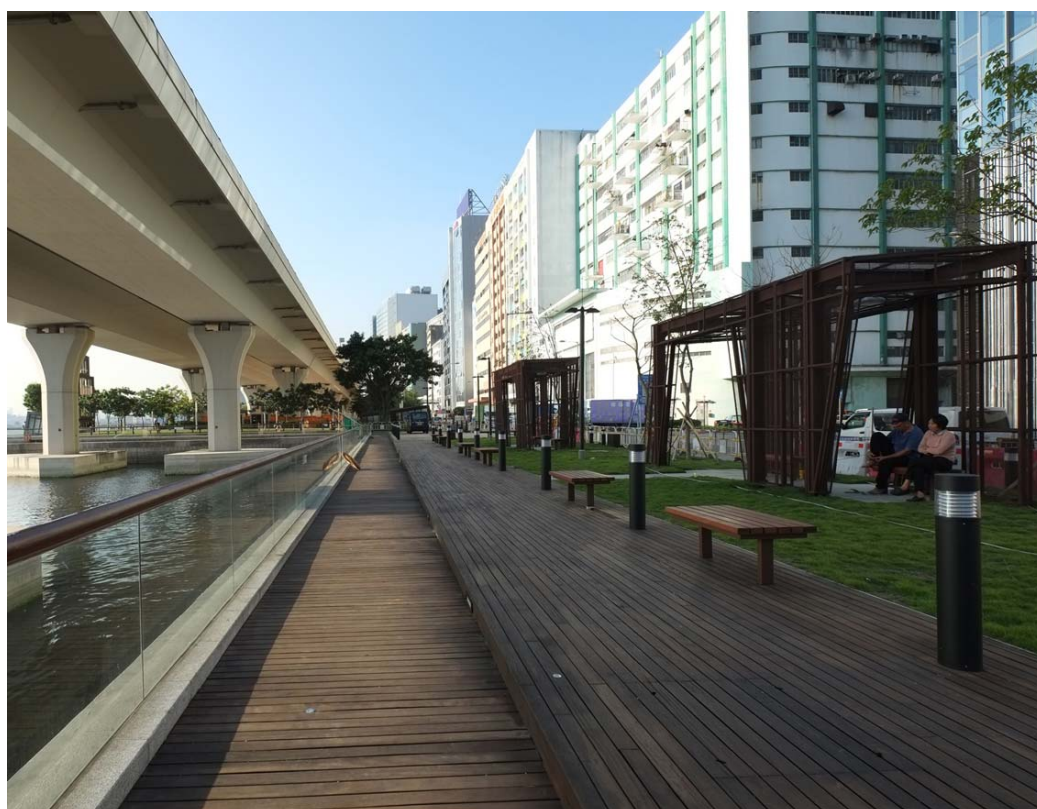
Previous condition of Hoi  
Bun Road Sitting-out Area

### Improvement of Hoi Bun Road Sitting-out Area

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## Annex D

**After**



**Improvement of Hoi Bun Road Sitting-out Area**

### Before

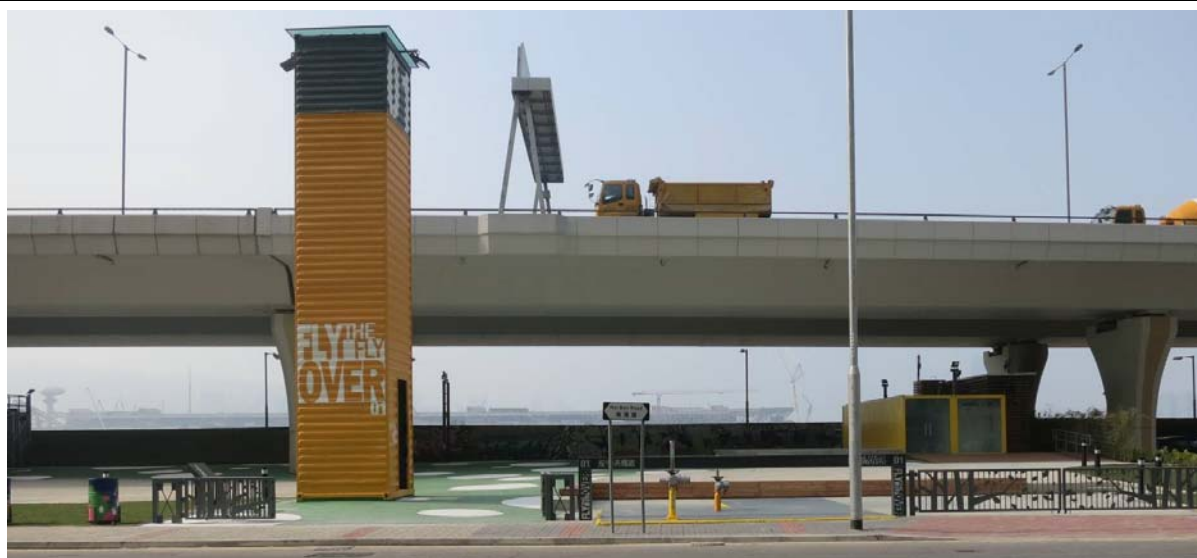


### Site 1 – Fly the Flyover 01 and DWFI at How Ming Street

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## Annex E

After



### Activities in FF01

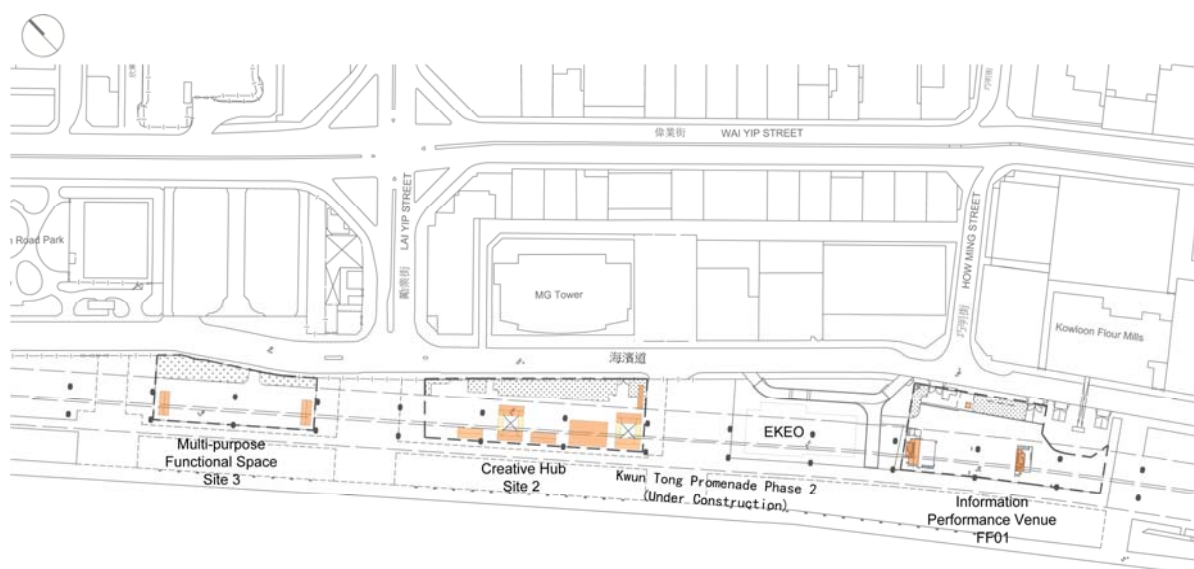
#### Site 1 – Fly the Flyover 01 and DWFI at How Ming Street

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## Annex F



### Invitation for Proposal for Operator for Three Sites under Kwun Tong Bypass



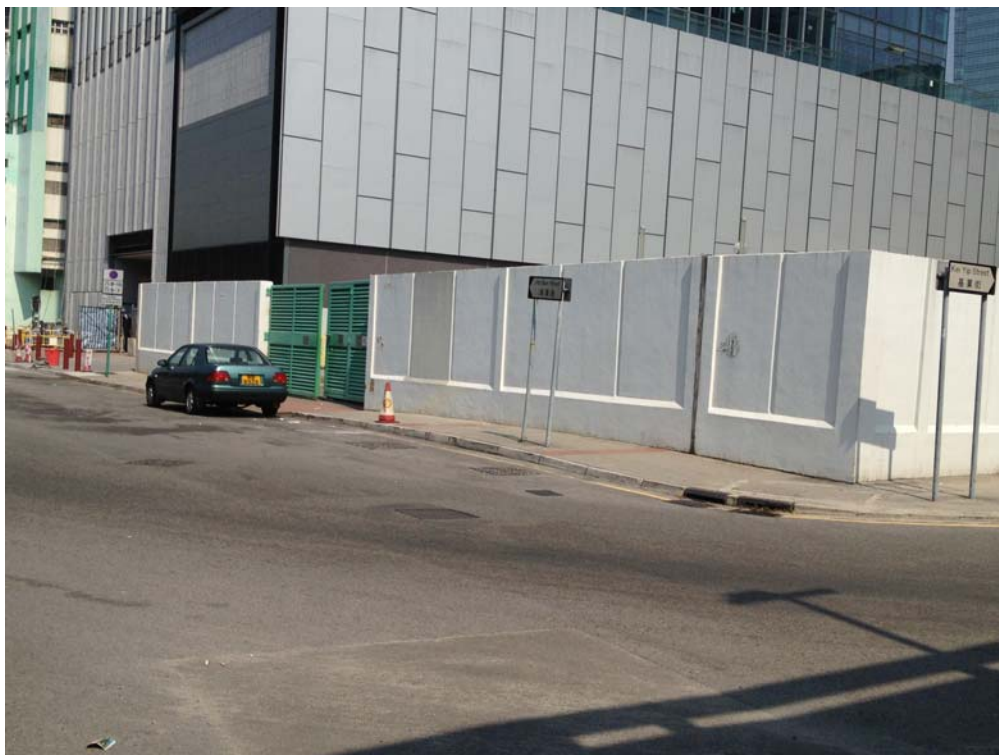
### Location of the three sites

### Creativity, Arts and Cultural Use underneath Kwun Tong Bypass (Sites 1, 2 & 3)

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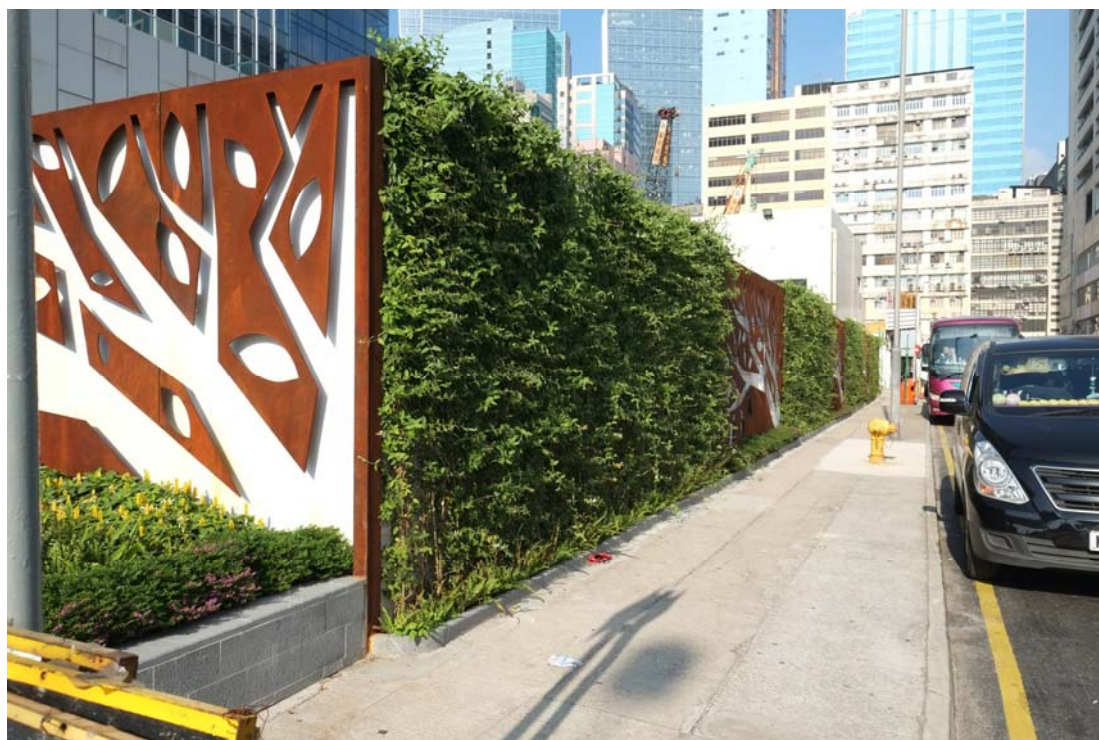
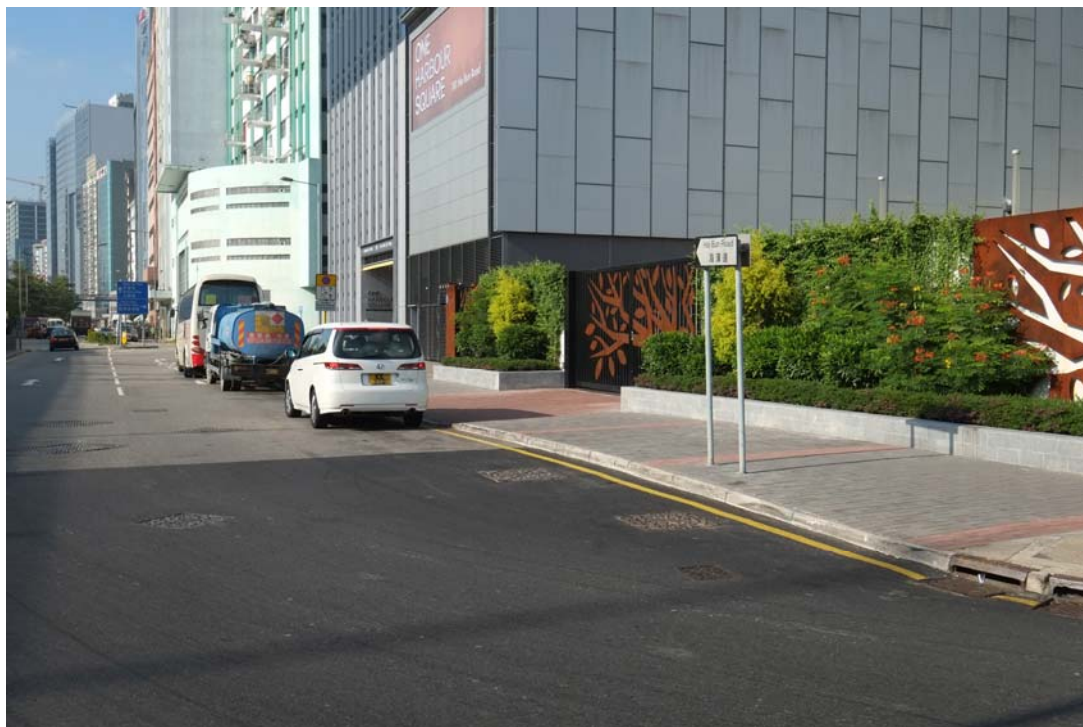
## Annex G

### Before



**Beautification of Intermediate Sewage Pumping Station  
at Kei Yip Street**

**After**



**Beautification of Intermediate Sewage Pumping Station  
at Kei Yip Street**

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## Annex H

### Before



### Artist Impression after improvement



### Greening along Hoi Bun Road

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## **Annex I**



**Entrance to Hoi Bun Road Park**

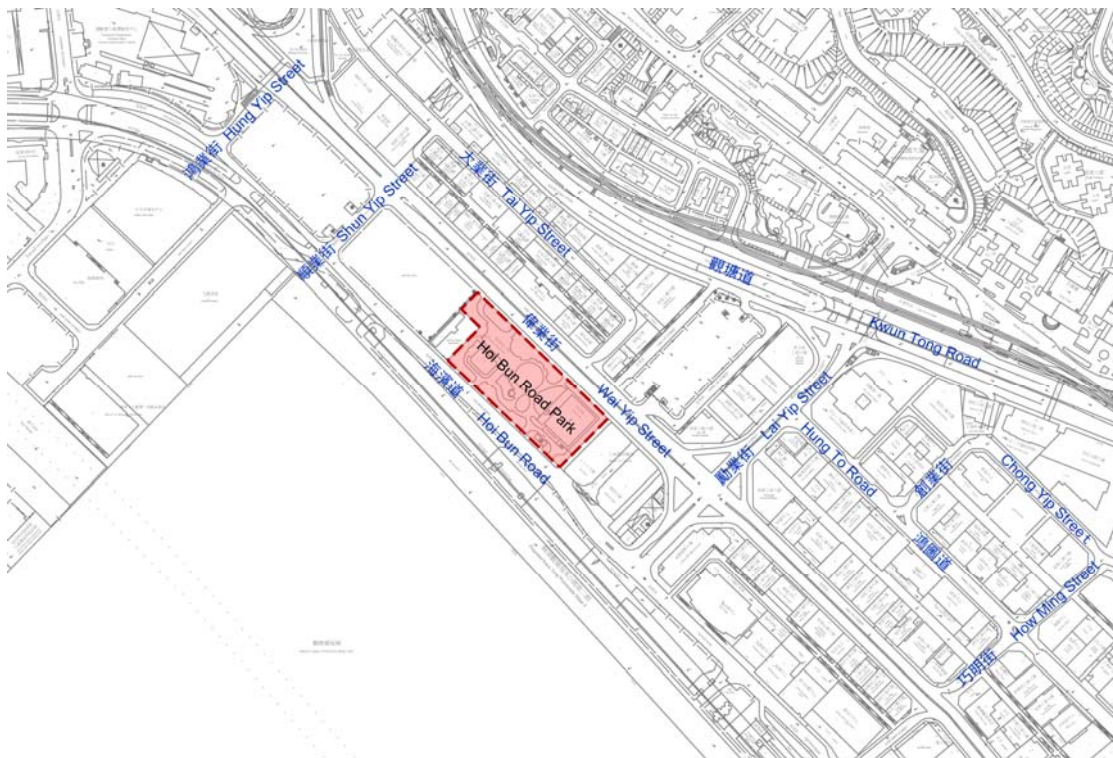


**5-a-side Soccer Pitch**

### **Existing Condition of Hoi Bun Road Park**

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## Annex J



**Location**



**Connectivity improved from Ngau Tau Kok MTR Station to Hoi Bun Road Park, Site 4 and Kwun Tong Promenade Phase 2**

**Major Design Concepts**

### Face-lifting of Hoi Bun Road Park



## Cycle Track Network in Kai Tak Development

