

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 27 September 2022

TFK/04/2022

Hung Hom Urban Park Project

PURPOSE

This paper seeks Members' views on the proposed schematic design for development of the Hung Hom Urban Park.

BACKGROUND

2. Situated adjacent to the Hung Hom Ferry Pier, the Hung Hom Urban Park (formerly the Hung Hom Ferry Pier Public Transport Interchange (PTI)) occupies an area of about 0.9 hectare. The site is zoned "Open Space" under the Hung Hom Outline Zoning Plan (No. S/K9/28)¹, and primarily intended for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

3. After the relocation of the PTI in 2019, the Government has opened the site for public use under the "incremental approach". A more flexible management arrangement has been adopted for the site so as to enable the public to enjoy the harbourfront space in various ways and carry out a wide variety of activities. This site has gained popularity among children, young people and residents nearby.

¹ A site near the hinterland of Hung Hom Urban Park (also about 0.9 hectare) has been used as (i) a cross-boundary coach terminus and cross-boundary coach parking area by means of two short term tenancies; and (ii) Wa Shun Street Sitting-out Area managed by the Leisure and Cultural Services Department. It is also zoned "Open Space" under No. S/K9/28. It does not fall within the project area of the Hung Hom Urban Park as the Transport Department has no plan to reprovision the facilities for the time being.

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4. In 2019, the Government conducted a market sounding exercise for development of the Hung Hom Urban Park with a view to exploring the viability of developing an urban park under the public-private partnership approach and the appropriate uses of the site. A total of three proposals were received during the exercise. All these proposals proposed that the Government or the third party should inject funds to construct facilities or do so in partnership. However, with a long payback period, the viability and sustainability of the public-private partnership approach could not be ascertained. Meanwhile, the Government sought public views on the potential uses of the Hung Hom Urban Park and received a total of 70 submissions from citizens, local organisations or citizens' representatives, non-governmental organisations (NGOs), etc. Many of the submissions hoped that, inter alia, recreational and sport facilities as well as children play equipment could be set up; cycling facilities be provided, and greening be enhanced in the urban park. There were also comments expressing concern that development of the park under the public-private partnership approach might make the park too commercialised and turn it into a tourist spot, thereby failing to meet the needs of the public. After taking into account the comments received and the development in recent years, the Government has considered it inappropriate to develop the urban park under the public-private partnership approach.

SCHEMATIC DESIGN AND DISTINCTIVE FEATURES

5. The proposed Hung Hom Urban Park project (the project), which occupies an area of about 0.9 hectare, is situated adjacent to the 100-metre-long harbourfront of the Hung Hom (North) Ferry Pier. Please refer to the location plan at **Annex 1**. Regarding the

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theme of the park, we hope to build a harbourfront space with the theme of road transportation and provide greening, recreational and sitting-out facilities for the public, with a view to echoing its former use as the Hung Hom Ferry Pier PTI, which served local residents for nearly 30 years. With a colourful design, the harbourfront space will provide several tracks with patterns of tyres for children to ride balance bikes. Besides, we will set up an archway in the shape of a large tyre near the ferry pier, making it the landmark of the urban park. The signage and installations in the site will be designed with distinctive features so as to give visitors a feeling of being in a theme park.

6. We propose to place a fire engine in the urban park for display. We will work with the Fire Services Department to refurbish a fire engine originally intended for retirement and turn it into a display facility. The fire engine was tasked with rescue operations in emergencies and will be put into good use after retirement. Members of the public may touch the facility at close quarters.

7. To provide a more comfortable public space, we will install several rain shelters and pavilions with seating, and an open lawn in the urban park. These sitting-out facilities will be provided near the tracks and children's playground to enable parents to take care of their children while enjoying the pleasure of the harbourfront. The indicative master planning design of the project is at **Annex 2**.

8. To enhance children's play elements as well as promoting the "place-making" approach for harbourfront development, we propose to accept an application from an NGO, Playright Children's Play Association, to use part of the site under

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short term tenancy to operate specially designed children play facilities. Playright will provide diversified and educational children playing field and organise various activities in a bid to create innovative and interesting play spaces for children. This will make the urban park a place for children with its versatile and flexible play facilities. Details of the facilities are provided at **Annex 3**.

9. The main facilities of the project are as follows -
 - (a) waterfront promenade;
 - (b) a piazza with balance bike area;
 - (c) a children's playground;
 - (d) a fire engine display area;
 - (e) an open lawn;
 - (f) rain shelters and pavilions with seating;
 - (g) playing field provided by an NGO; and
 - (h) other ancillary facilities.

HARBOUR PLANNING PRINCIPLES

10. We consider that the proposed design aligns with the Harbour Planning Principles in the following aspects -

(a) Preserving Victoria Harbour

The proposal does not involve any works affecting Victoria Harbour and it makes use of the magnificent harbour view for public enjoyment.

(b) Stakeholder Engagement

Local consultation will be conducted through Kowloon City District Office in October 2022. Public

views on the design of the project will be collected for better planning the facilities to meet the expectations and demands of the community at large.

(c) Sustainable Development and Public Enjoyment

The project will not bring any adverse impact to the surrounding area. It will not compromise the needs of future generations. The development of the site will meet the changing needs of the community, fully utilize the public open space as well as maximize the public enjoyment of the waterfront.

(d) Integrated Planning

The project provides recreational and sitting-out facilities for the public that would be in harmony with the waterfront and would facilitate people from all walks of life to enjoy the scenic view of the promenade and Victoria Harbour.

(e) Proactive Harbour Enhancement and Vibrant Harbour

Shared use design has been adopted for allowing more types of activities and maximising harbourfront vibrancy. The open space will be shared among different users of different interests, including pedestrians, joggers, families, the physically challenged, etc. Suitable signage, road markings, distinct surface material and design features will be provided.

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WAY FORWARD

11. We will make reference to the views of Members of the Harbourfront Commission in carrying out the detailed design work. Meanwhile, we will also continue to liaise with various stakeholders and gauge their views so as to provide more responsive facilities for users.

12. Pop-up event for promoting the future facilities will take place by end-2022 at the earliest, and the works are expected to be completed in phases from Q3 2023 so as to enable early opening of the completed facilities for public enjoyment.

13. As regards the site at the hinterland Hung Hom Urban Park, we will, subject to the relocation of the cross-boundary coach terminus and the coach parking area by the Transport Department, consider carrying out comprehensive design of the entire public space so as to provide an innovative and diversified harbourfront space for public enjoyment in the long run.

ADVICE SOUGHT

14. Members are invited to note the schematic design of the project and give views on the proposal.

**Harbour Office
Development Bureau
September 2022**

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ATTACHMENTS

- Annex 1: Location plan
- Annex 2: The indicative master planning design
- Annex 3: Details of the facilities to be provided by NGO



Hung Hom Urban Park

Site Location Plan

- Legend**
-  Site Boundary of Hung Hom Urban Park
 -  Project Site Boundary



- Legend**
- ▶ Pedestrian Entrance / Exit
 - ➡ Emergency Vehicular Access
 - ▶ Entrance / Exit to NGO Playing Field
 - ⊙ Existing Trees
 - ⊙ New Trees
 - ⊙ Tree planting by others
 - ▬ Seating bench
 - ▨ Retailed Fire Engine
 - ▤ Rain Shelter with Seating
 - ⊙ Pavilion with Table and Seating
 - ▭ Pods with Table and Bench
 - ⬢ Site Boundary of Hung Hom Urban Park
 - ⬢ Project Site Boundary

Hung Hom Urban Park

Master Layout Plan



Hung Hom Urban Park

Aerial Perspective of Proposed Design

**Application for Short Term Tenancy of a vacant site at
the former Hung Hom Ferry Pier Public Transport Interchange for
providing a “1/2 Playground”**

BACKGROUND

Founded by Mrs Anne Marden in 1987 in Hong Kong, Playright Children’s Play Association (Playright) (“the Proponent”) is a non-governmental organisation dedicated to promoting children’s play. Playright aims at building a society that respects, protects and fulfils children’s right to play, where children can enjoy their childhood. The Proponent hopes to create free play for each and every child during their growth, and equip adults with knowledge about children’s play to satisfy every child’s needs for play through the following work: arranging play services, conducting assessment of play needs, organising play activities, creating play resources, operating play spaces, developing professional training on play, launching new play projects, providing safety assessment and consultancy services in play environments, promoting the development of local inclusive play spaces, promoting child participation, conducting research and surveys, as well as promotion and advocacy work.

2. To promote child-led play spaces in Hong Kong, the Proponent submitted a short-term tenancy application to the Lands Department in end-June 2022 for the use of a vacant site measuring about 2 200 square metres at the former Hung Hom Ferry Pier Public Transport Interchange at nominal rent to take forward a project named “1/2 Playground” and provide a child-led playing field with a sitting out area, thereby optimising the use of land resources and strengthening community interaction.

DISTINCTIVE FEATURES OF THE PROJECT

3. The idea of “1/2 Playground” comes from adventure playgrounds and becomes what it is with local renditions. The “1/2 Playground” is established with a view to enabling children to immerse themselves into free play and providing parents and members of the public with a platform for leisure, community interaction and social cohesion.

4. Unlike common playgrounds, the “1/2 Playground” is a child-led play space where a wide variety of free play materials and accessories (such as wooden boards, bamboos and climbing ladders) are provided. Children may participate in the production and creation of the playing field, thereby enabling children to experience a play process in flux. Besides, the Proponent will engage a team of professional play workers to ensure their safety during the playing process by monitoring and assessing play environments as well as handling daily operation of the field.

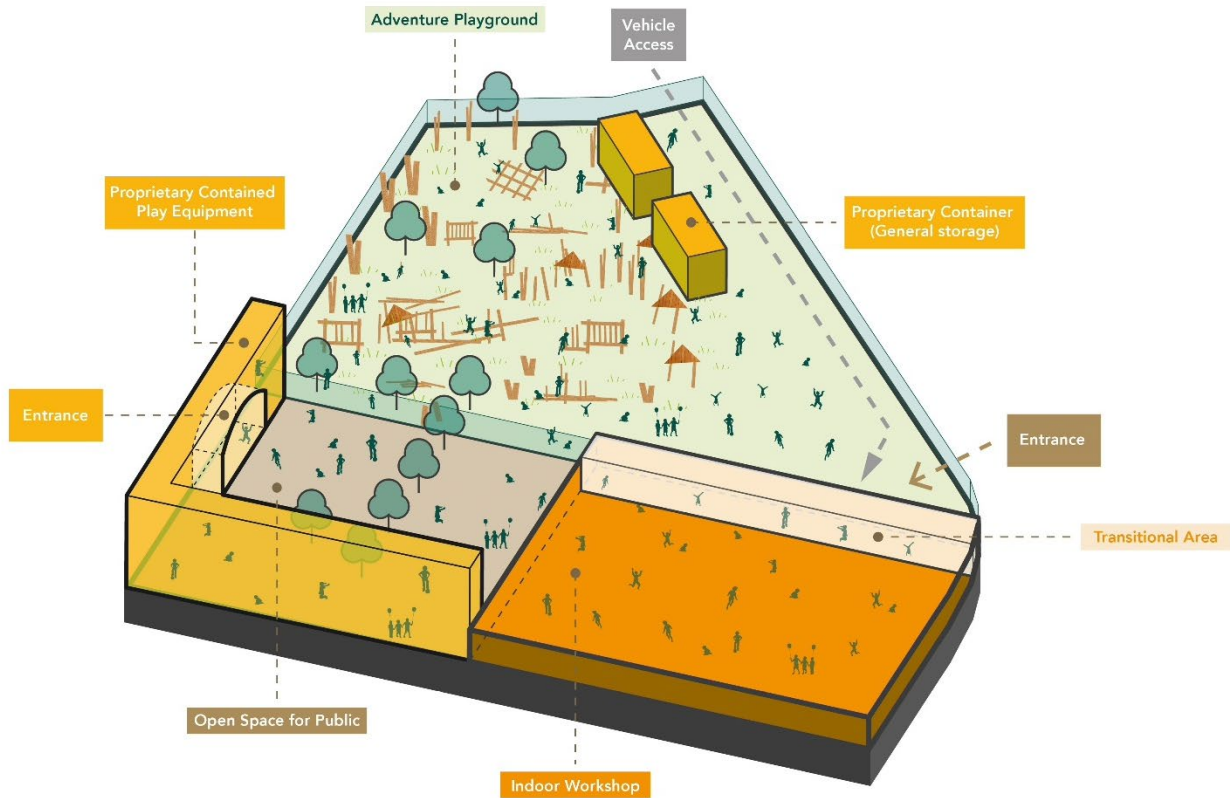


Diagram 1: Schematic design of the “1/2 playground”

5. The schematic design of the proposed “1/2 playground” is provided at **diagram 1**. The major facilities of the “1/2 playground” include the following:

(a) Open Space for Public

In the Open Space for public, outdoor play equipment and a rest area with seating and pavilions will be provided for public free use.



(Reference images)

(b) Indoor Workshop

In the Indoor Workshop, multi-purpose spaces are provided for holding workshops, exhibitions or activities; toilets, indoor rest areas and offices are also provided. The Proponent will charge the users under a full cost recovery principle.



(Reference image)

(c) Outdoor Adventure Playground

The Outdoor Adventure Playground offers diversified facilities to children of different ages. Facilities include a large play facility with distinctive features, free play materials and accessories for creative play, water play equipment, and some play experiences of interaction with nature. Children may participate in the production and creation of the field. The Proponent will charge the users under a full cost recovery principle.



(Reference images)

ADVICE SOUGHT

6. Members are invited to note the schematic design of the proposed project and give views on the proposal.