

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

For discussion  
on 10 June 2021

TFK/01/2021

## **Introduction of Play Space and Latest Landscaping Works at the Dry Weather Flow Interceptor of Cherry Street Box Culvert**

### **PURPOSE**

The purpose of this paper is to brief the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (Task Force) on the enhanced landscaping design of the open space of the dry weather flow interceptor (DWFI) at the Cherry Street Box Culvert (CSBC).

### **BACKGROUND**

2. The Drainage Services Department (DSD) is constructing a DWFI comprising penstocks, emergency bypass culvert, pumping station and associated facilities at the outfall of the CSBC in order to alleviate the pollution and improve the environment at the New Yau Ma Tei Typhoon Shelter. Construction works have started in late December 2017 for completion in late 2022.

3. We presented an initial conceptual design of the DWFI with a proposed waterfront promenade to the Task Force on 22 January 2013 (**Annex 1**). While the Task Force recognised the need for the proposed DWFI in improving the environment of Tai Kok Tsui waterfront for better public enjoyment, the Task Force asked the project team to take into account Members' comments and to further enhance the design of the DWFI.

4. Subsequently, we presented a revised design of the DWFI to the Task Force on 16 May 2013 (**Annex 2**). The Task Force considered the revised scheme an improvement as the waterfront promenade has been widened with additional landscape features (**Annex 3**).

5. During the course of construction, the Chief Executive announced in the 2019 Policy Address that public open spaces

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should provide more innovative and fun playing facilities for children. In line with this initiative, DSD explored to review and study to provide a play space by co-using the open space area of the DWFI (**Annex 4**). The enhanced design was presented at the Thirty-eighth Meeting of Harbourfront Commission (HC) on 28 January 2021 (**Annex 5**). The meeting resolved to defer to the Task Force to comment on the design.

### **Introduction of Play Space and Revision of the Associated Landscaping Works**

6. The design of the play space and associating landscaping works is at **Annex 6**. We propose to adopt the concept of “Mini City” for the play space. It utilises “neon lights, playsets and some fairy elements” to represent the local skyline. The playsets offer diversified play experiences of physical play, sensory play and social play through bouncing, balancing, swinging, climbing and tunneling. The “neon lights” theme will be displayed in the form of decorative lightings and is subtle and non-intrusive to the public. We also propose a revision of the existing landscaping design of the open area to match with the new play space. In place of grasscrete, a larger paving block area will be provided for children to run around and infants to enjoy a smooth ride in strollers. Soft landscapes in form of shrubs and removable tree planters will be provided in appropriate areas to cultivate a green environment. The above has taken into account the architectural and landscaping design of the sewage pumping station and the promenade as endorsed at the previous Task Force Meeting on 16 May 2013.

7. To implement the architectural and landscaping design, we identified three objectives, namely harbourfront enjoyment, imaginative play space and co-location of facilities.

#### *Harbourfront Enjoyment*

8. The design provides interesting seatings and shading areas for the public of all ages to enjoy the scenic view of the promenade and Victoria Harbour. Upon commencement of the DWFI, we will explore the opportunities of implementing “pop-up” initiatives at the open space and the promenade to further enhance users’ experience.

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### *Imaginative Play Space*

9. Playsets with colourful lighting decoration provide a media for children to play hide-and-seek and other games. An area for sidewalk chalk drawing is also offered to allow expression of creativity and imagination.

### *Co-location of facilities*

10. Located within a drainage facility of DSD, the design has fulfilled the operational requirements and at the same time achieved the “co-use” of quality waterfront area for the public.

### **Enhancing Connectivity to the Play Space**

11. The DWFI site currently connected to the Hoi Fai Road Promenade in the west, and an inland at-grade footpath which leads to Exit A1 of MTR Olympic Station about 200 meters away. However, based on DSD’s observation, the at-grade footpath has not been widely known and hence has been sparingly used by far. When reinstating the works areas at the landscaped areas along the route, we will explore ways to enhance pedestrian walkability and visual permeability to the harbourfront. Having discussed with relevant government departments, we will implement improvement on the existing pedestrian crossings and provide clear guidance to the open space area. Besides, relevant departments are exploring the possibility to build a pedestrian walkway behind the New Yau Ma Tei Public Cargo Working Area, which, if successfully implemented, will provide a north-south connection between Tai Kok Tsui and the West Kowloon Cultural District in the long run. The open space area of DWFI will hence become the first destination on the northern side of the proposed connection.

### **Minimisation of Desilting Duration at DWFI**

12. As aforementioned, we reported at meetings in 2013 that desilting works would have to be carried out in the DWFI for 3 to 4 months per year, during which the open space area would be closed from public. Subsequently, we actively

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explored possible alternatives, including the use of advance desilting technology so as to reduce the time for desilting operation. This will reduce the desilting period to only 1.5 to 2 months. In addition, the desilting process of CSBC will be carried out by phases and therefore the open space will only be partially closed at any one time. The maintenance period could also be further reduced if the silt accumulation situation in the CSBC improves after a few years. In light of the above measures, the public enjoyment of the open space will not be compromised for the operational needs of the desilting works.

## **WAY FORWARD**

13. We will continue to implement the detailed design of the play area and the associated landscaping works taking into account Members' views, and aim to complete and open the open space-cum-promenade for public enjoyment in late 2022.

## **ADVICE SOUGHT**

14. Members are invited to provide comments on the revised landscaping design of the DWFI.

## **ANNEXES**

- Annex 1 Task Force Paper No. TFK/02/2013
- Annex 2 Task Force paper (May 2013)
- Annex 3 Previous Revised Scheme in 2013
- Annex 4 Location Plan of the Proposed Play Space at the Dry Weather Flow Interceptor (DWFI) of Cherry Street Box Culvert (CSBC)
- Annex 5 Harbourfront Commission Paper No. HC/05/2021
- Annex 6 The "Mini City" Play Space and Revised Landscaping Works

**Drainage Services Department  
June 2021**

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

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For discussion  
on 22 January 2013

TFK/02/2013

### **Conceptual Design of a Dry Weather Flow Interceptor at Cherry Street Box Culvert**

#### **PURPOSE**

This paper presents the proposal to construct a dry weather flow interceptor (DWFI) at the Cherry Street Box Culvert (CSBC) and its conceptual design.

#### **BACKGROUND**

##### **The Need for a DWFI**

2. At present, the water quality at the New Yau Ma Tei Typhoon Shelter (NYMTTS) and the odour associated with it remains unsatisfactory. It is believed that polluted flow, including those from expedient connections, cross-connections between the sewerage and the stormwater drainage system in the area found their way into the CSBC, and in turns discharging into the NYMTTS. According to the water samples collected by Environmental Protection Department (EPD), the average 5-day Biochemical Oxygen Demand (BOD<sub>5</sub>) and *E. Coli* level in the stormwater drainage system in West Kowloon are measured at 270mg/L and 13,000,000cfu/100mL respectively. Complaints from nearby residents on the odour problem of NYMTTS were also recorded. It was therefore necessary to construct a DWFI comprising penstocks, emergency bypass culvert, pumping station and associated facilities at the outfall of the CSBC (**Annex 1**) in order to alleviate the pollution and improve the environment at the NYMTTS.

3. It is estimated that upon commissioning of the DWFI system, about 70% of the polluted flow in the CSBC will be intercepted and discharged to the nearby sewerage. The odour problem is expected to be significantly improved upon the implementation of the scheme.

##### **Choice of Site for the DWFI**

4. In order to optimize the interception efficiency, the DWFI must be located directly above the downstream section near the outfall of the existing CSBC. The site should be within government land with sufficient space and accessible by public road network to facilitate future operation and maintenance. Three potential site locations (**Annex 2**) were identified for the

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TFK/02/2013

DWFI: Site (A) – at the outfall of CSBC (current site); Site (B) – near the junction of Cherry Street and Lin Cheung Road outside the Central Park; and Site (C) – at the Cherry Street Park.

5. These sites were evaluated based on (1) current use of the site; (2) acceptance by the public; (3) land status and zoning; (4) environmental impacts; (5) time implication; and (6) traffic and ease of access. Site (A) is currently vacant, while Sites (B) and (C) are being used as an open square for functional events and the Cherry Street Park respectively. Should Sites (B) and (C) be selected, the current public enjoyment at these two sites would be affected and the area for public open space would be significantly reduced, which would not be accepted by the public as well as Yau Tsim Mong District Council. Furthermore, Sites (B) and (C) are located adjacent to the busy Cherry Street and will impose an adverse traffic impact during both construction and future operation of the DWFI. Locating the facility in Site (A) along Hoi Fai Road would have comparatively less adverse impact on the traffic. Site (A) is therefore recommended as the most suitable site as it will achieve an early abatement of odour nuisance and cause less impacts to the surrounding areas when comparing with Sites (B) and (C).

### **CONCEPTUAL DESIGN OF THE DWFI**

#### **Outline Zoning Plan**

6. According to the Draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/27, a small part of the Site (A) is zoned as “Government, Institution or Community (G/IC)” and the majority zoned as “Open Space (O)” (**Annex 3**), in this connection, a planning application to the Town Planning Board would be required for implementation of the project. Nevertheless, open space will be provided as much as possible.

#### **Aesthetic Design**

7. The majority of DWFI components will be placed underground. Only the upper portion of the penstocks, which cannot be installed entirely underground due to their operation need and minimum sizes required, and flood sensitive components for the pumping station, including switch room, dangerous goods room, transformer room and deodorizer room, will be above ground level (**Annex 4**) due to maintenance requirements. For these above-ground features, minimalist approach and architectural concepts “Green & Enliven” will be applied to blend the design with surrounding areas and future waterfront promenade. The architectural and landscaping treatment (**Annex 5**) will minimize the visual impact of the DWFI and optimize visual permeability for the sea view from Hoi Fai Road.

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TFK/02/2013

## **Integration with Other Infrastructures**

8. The planned Tai Kok Tsui Advance Promenade is located next to northwestern end of the site. The exterior architectural details of the DWFI will blend with the Tai Kok Tsui Advance Promenade's design such that they are in harmony.

## **Harbour Planning Considerations**

9. **Accessible Harbour** – Under the conceptual design, despite of the limited site area, an on average 3.5 metres wide waterfront promenade will be reserved to allow waterfront connectivity with adjacent sites, and the view of the harbour will be maintained. Access from Hoi Fai Road to both ends of the promenade will also be provided to avoid any dead ends.

10. **Maximizing Opportunities for Public Enjoyment** – Open space provision will be optimized to provide opportunities for public enjoyment. Under the conceptual design, about 75% of the "Open Space" which include the waterfront promenade and open area (**Annex 4**) within the site will be open to the public upon completion of the DWFI. Nevertheless, during detailed design stage, we will continue to critically review the design to see if we can further minimize the protrusion effect of the above-ground features and hence further optimize the open space.

11. **Vibrant Harbour** – The aesthetic design of the DWFI would be in harmony with the adjacent Tai Kok Tsui Advance Promenade. We will keep close liaison with relevant departments so as to achieve a harmonic design for the entire promenade.

## **Minimizing Land Required for the DWFI**

12. We have critically reviewed the possibility of reducing the footprint and height of the above-ground features. Minimized land requirement is one of our important design considerations. The footprints of the proposed DWFI will be the minimum area required taking into account functional, operation and maintenance requirements.

## **PUBLIC CONSULTATION**

13. We will consult with the Yau Tsim Mong District Council and other relevant parties on the layout of the DWFI in Q1 2013.

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TFK/02/2013

### **ADVICE SOUGHT**

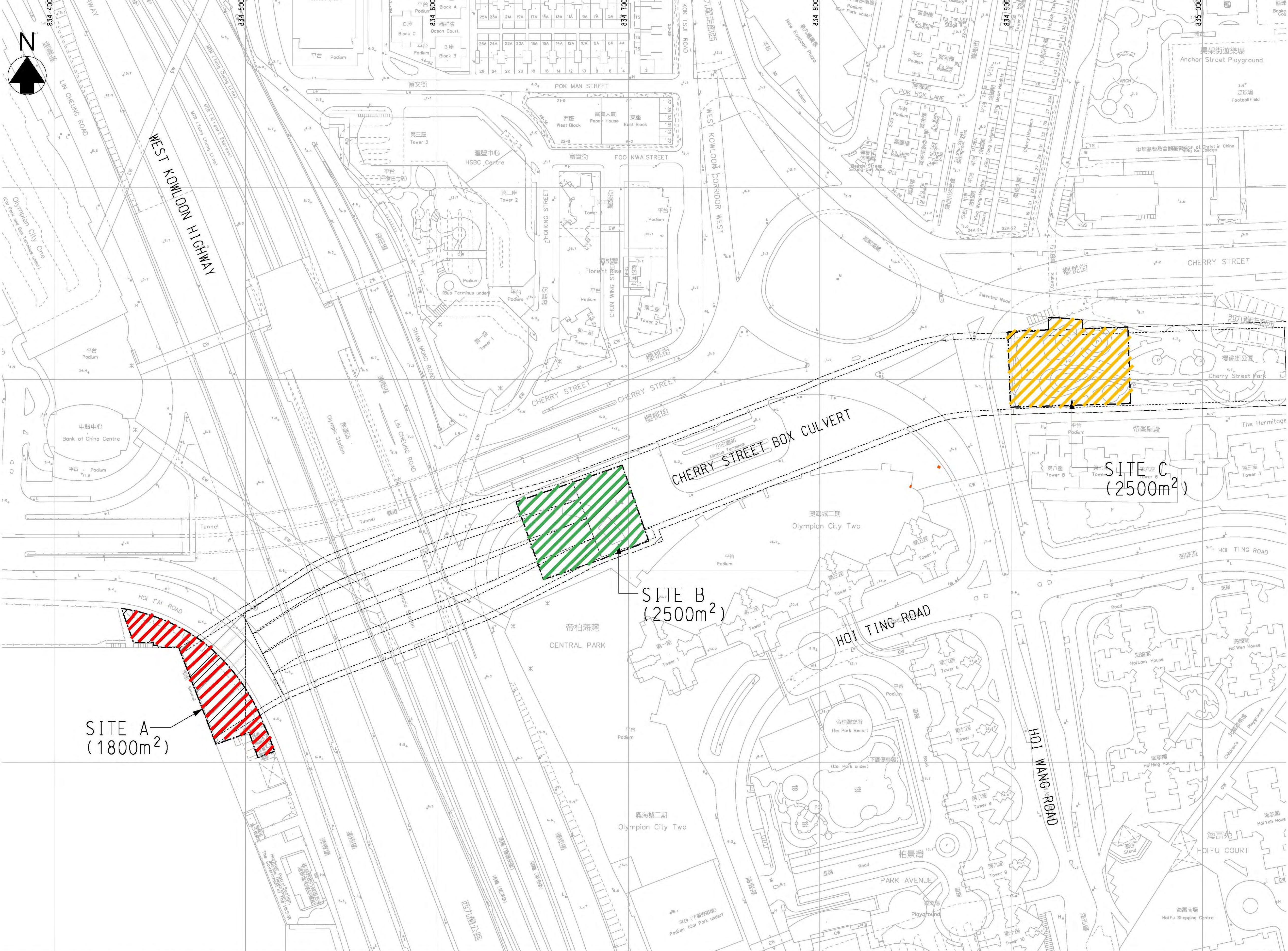
14. Members are invited to comment on the proposed DWFI and its conceptual design.

**Drainage Services Department  
January 2013**



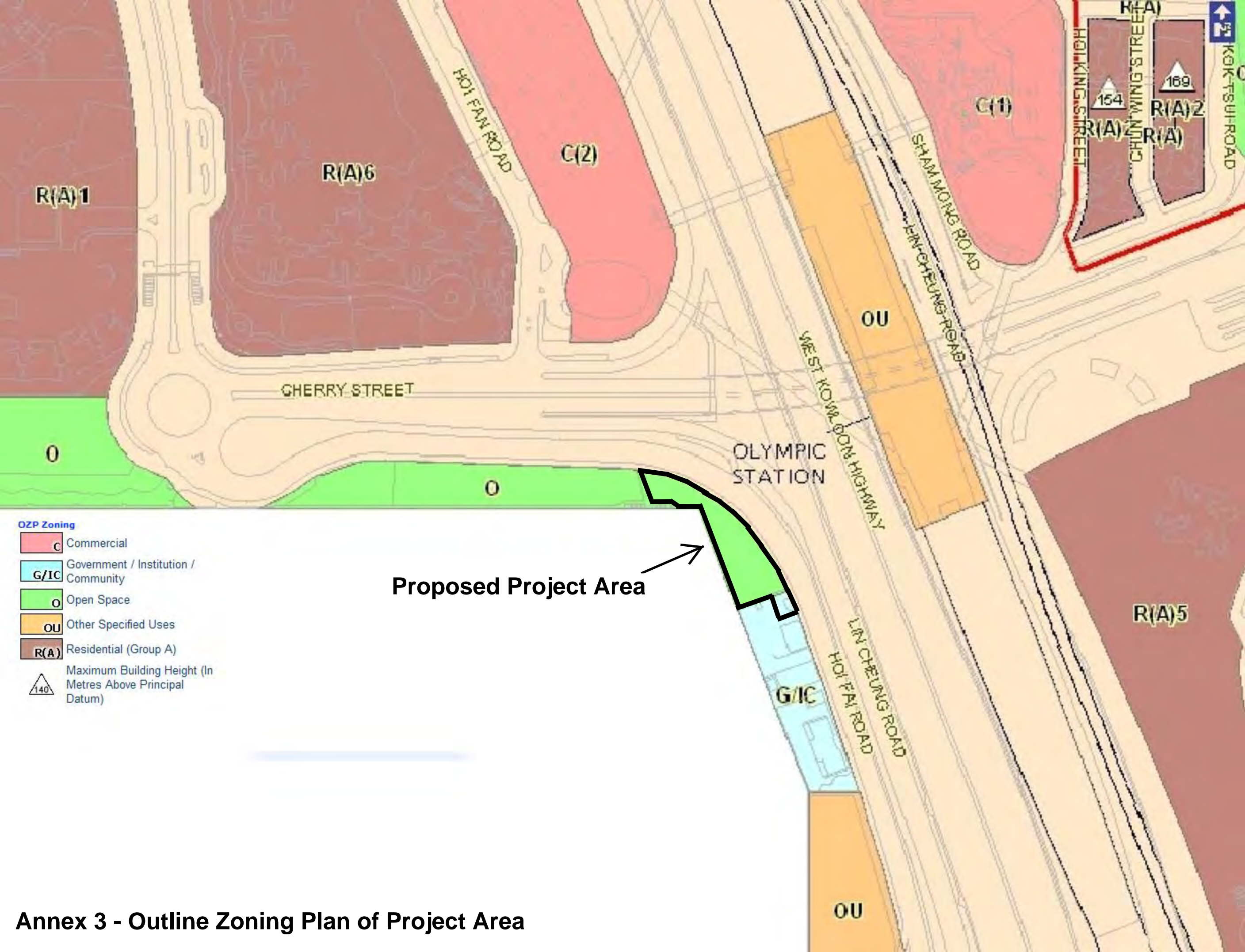






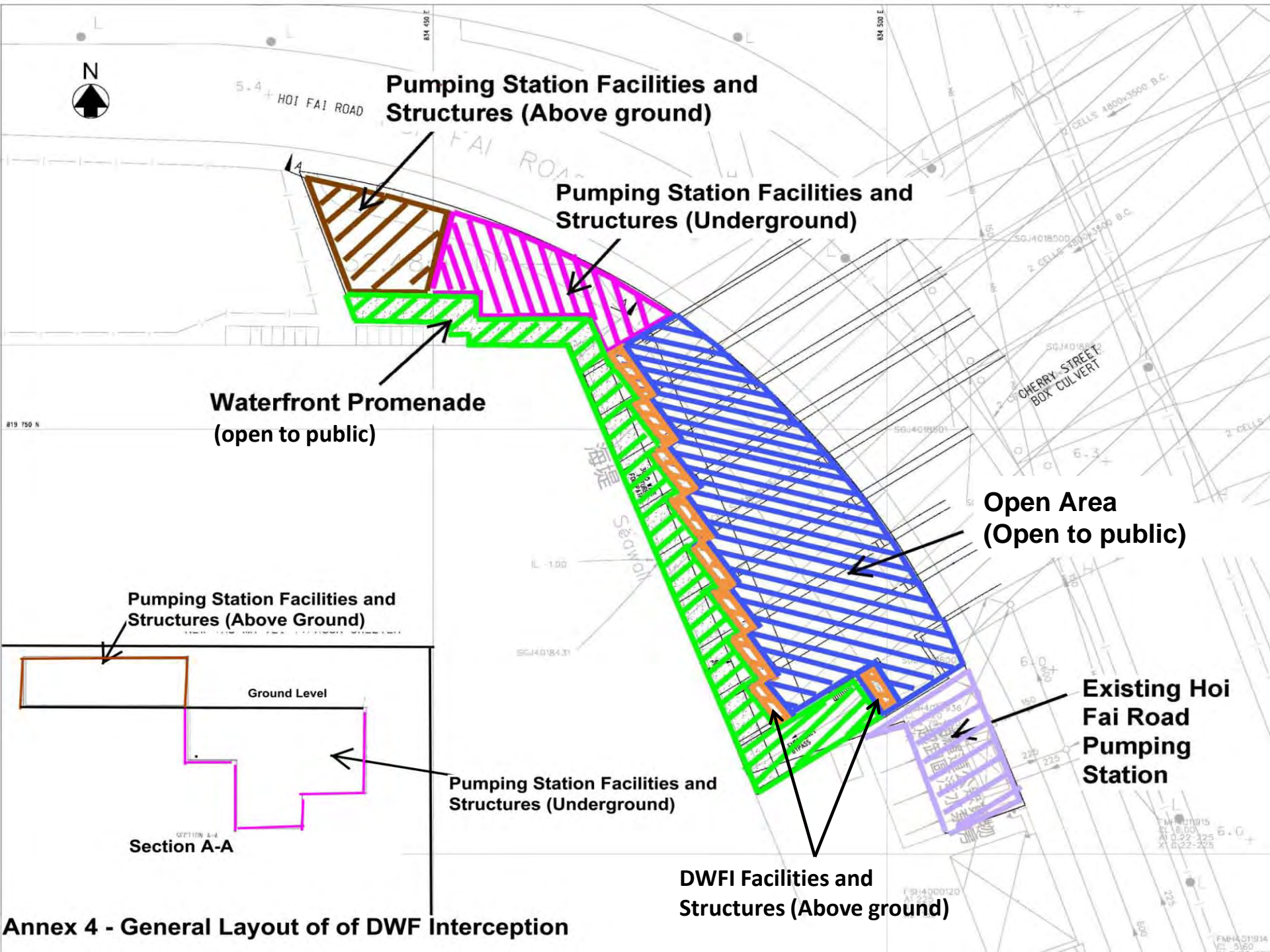
**Annex 2 - Location Plan of Potential Sites Along Cherry Street Box**





Annex 3 - Outline Zoning Plan of Project Area





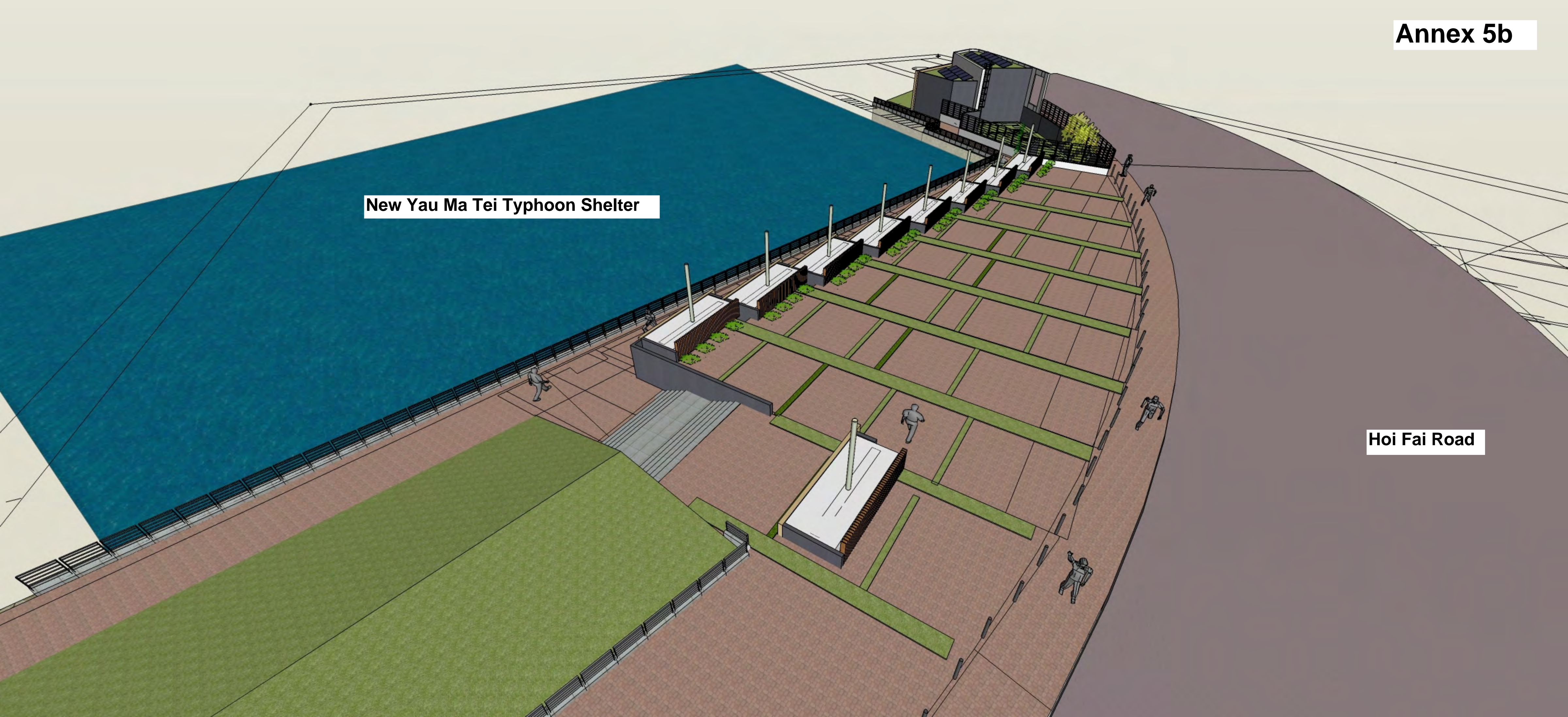




New Yau Ma Tei Typhoon Shelter

Hoi Fai Road





New Yau Ma Tei Typhoon Shelter

Hoi Fai Road



Hoi Fai Road

New Yau Ma Tei Typhoon Shelter



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

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### **Conceptual Design of a Dry Weather Flow Interceptor at Cherry Street Box Culvert**

#### **PURPOSE**

The purpose of this paper is to present the revised conceptual design of a dry weather flow interceptor (DWFI) at the Cherry Street Box Culvert (CSBC) that addresses the views and comments received from Members of the Task Force and to seek Task Force's support on this project.

#### **BACKGROUND**

2. At present, the water quality at the New Yau Ma Tei Typhoon Shelter (NYMTTS) and the associated odour problem remains unsatisfactory. It is believed that polluted flow, including those from expedient connections, cross-connections between the sewerage and the stormwater drainage system in the area drained into the CSBC, and in turns was discharged into the NYMTTS. To alleviate the pollution problem and improve the environment at the NYMTTS, we propose to construct a DWFI comprising penstocks, emergency bypass culvert, pumping station and associated facilities at the outfall of the CSBC. We plan to start the construction works in early 2014 for completion in mid-2018.

3. We presented the conceptual design of the DWFI with a proposed waterfront promenade to the Task Force at the meeting of 22 January 2013. While the Task Force recognized the need for the proposed DWFI to enhance the Tai Kok Tsui waterfront for public enjoyment, the Task Force asked the project team to take into account Members' comments and to explore opportunities to improve the design of the DWFI.

4. During the meeting, Members of the Task Force raised comments and suggestions about the DWFI's design including providing more landscape features and matching with design of the adjacent Tai Kok Tsui Advance Promenade (TKTAP) among others. We have summarized these comments and provided our responses and measures to address these comments at **Annex 1** for Members' reference.

#### **Revised Design to address Task Force's Concerns**

5. We have reviewed the valuable comments provided by the Task Force



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

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and propose to revise the scheme to incorporate more landscape features and enhance compatibility with the adjacent TKTAP. The original scheme is attached at **Annex 2** and a revised scheme is attached at **Annex 3**.

### **Wider Waterfront Promenade and Additional Landscape Features**

6. In the revised scheme, we have increased the average width of the waterfront promenade from the previously proposed 3.5m to 5.5m by re-arranging the penstocks' locations. A much larger area is now provided at the promenade with more greening features for public enjoyment. In the open area, we will provide additional soft landscapes in the form of grasscrete ground cover, shrubs, trees and removable planters to provide a greener environment. To facilitate enjoyment by the public when the open area is not closed for our maintenance work, we have put in some removable sitting benches with shelters against rain. Vertical greening will also be provided for the pumping station to enhance its appearance. The pedestrian access from Hoi Fai Road to the public landing steps adjacent to the site would also be upgraded under the project.

7. We have been in close liaison with the design team of the adjacent TKTAP. We will design our works to be in harmony with the TKTAP by adopting compatible colour theme and materials (see **Annex 4**). The railing and paving blocks will also be coherent in design. We will start our detailed design taking into consideration the final design of the TKTAP.

### **WAY FORWARD**

8. We intend to proceed with this project as soon as possible to address the pollution problem at the NYMTTS. We have already obtained the full support from Food and Environmental Hygiene Committee of Yau Tsim Mong District Council on 7 March 2013 to proceed with our project. We will submit an application for our works under section 16 of the Town Planning Ordinance to the Town Planning Board for approval and then to proceed with the detailed design having regard to the comments Members may have.

### **ADVICE SOUGHT**

9. Members are invited to note the way forward and comment on the revised design of the DWFI.

**Drainage Services Department  
April 2013**

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

### Annex 1 Response to Comments / Questions

Comments / Suggestions	Response
1. The design of the water edge should be consistent with the adjoining waterfront and TKT Advance Promenade.	Our design will be in harmony with the adjacent TKTAP by adopting the compatible colour theme and materials. We will start our detailed design taking into consideration fully the final design of the TKTAP.
2. A more creative design should be provided with more greening and hard landscape features such as sheltered seatings so as to make it more compatible with the harbour setting.	Additional soft landscapes in the form of grasscrete ground cover, shrubs, trees and removable planters to provide a greener environment are proposed. To facilitate enjoyment by the public when the open area is not closed for our maintenance work, we have put in some removable sitting benches with shelters against rain. Vertical greening will also be provided for the pumping station to enhance its appearance. The existing bollards along the sea front will also be maintained and railing will be set back to accommodate these bollards.
3. Could the proposed pumping station be relocated to the area to the south of the site so as to allow more open space at the northern part of the site. If it was not feasible, a more open design for the pumping station such as opening the pumping station site for public access should be considered.	We have studied the option of placing the pumping station at the southern part of the site but considered it not feasible due to insufficient space available. The pumping station has been designed to minimize its above-ground structures in view of the limited width between Hoi Fai Road and the seafront to connect with the TKT Advance Promenade. Additional greenings in the form of removable planters along the pavement of Hoi Fai Road have been proposed instead of bollards. As regular maintenance works will be

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### Annex 1 Response to Comments / Questions

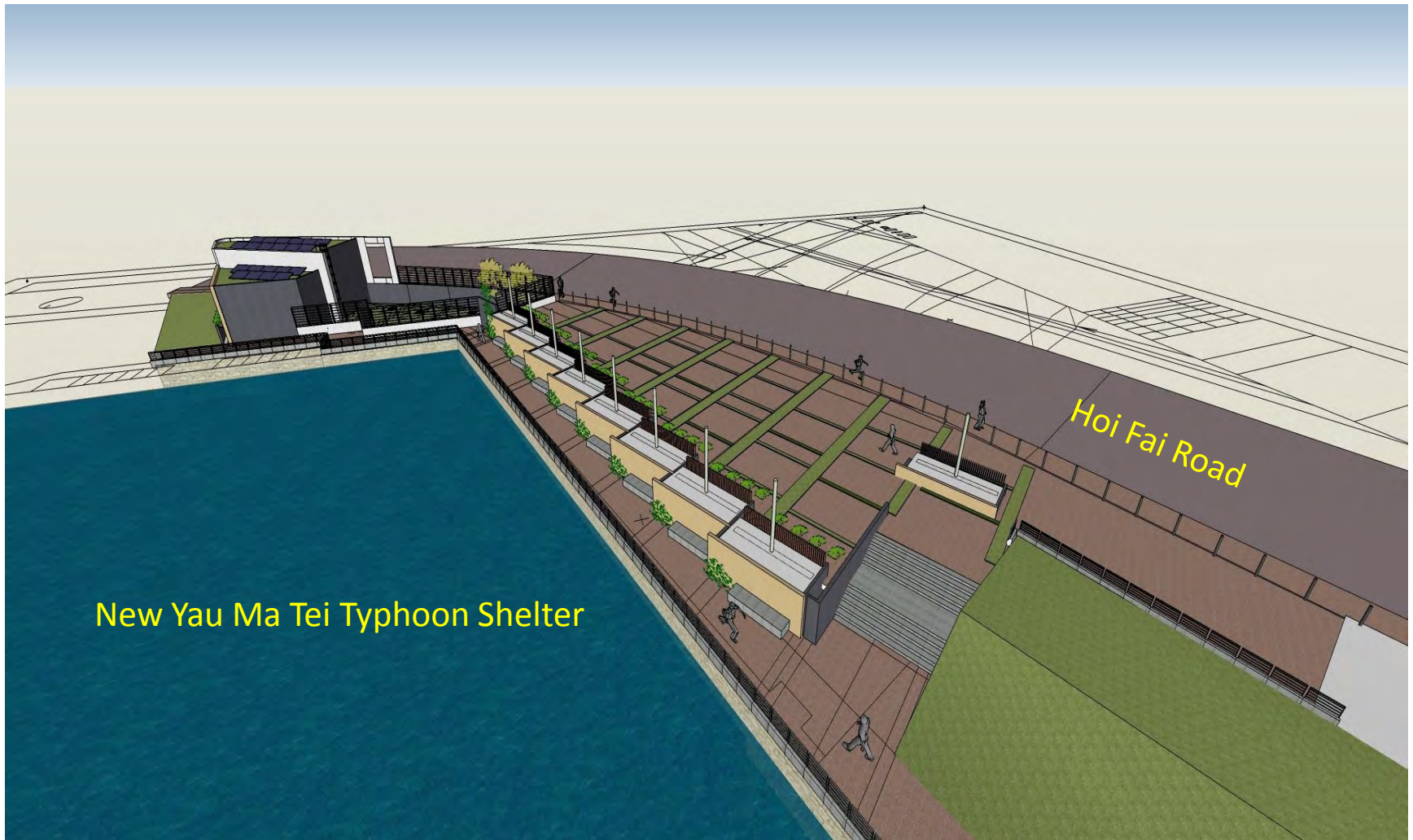
	carried out in the pumping station site, the area will not be opened for public access for safety reasons.
4. Members enquired the need for having the DWFIs at the proposed waterfront location, noting that there were two other possible sites further away from the waterfront.	There is a genuine need that the DWFIs should be installed directly above the downstream section near the outfall of the existing CSBC to maximize its effectiveness. The other two alternative sites (open square outside Central Park near Olympic City and Cherry Street Park) are currently used for leisure and event purposes, and will unlikely be supported by local residents. It will also be less effective to have the facility in the upstream and construction and future operation and maintenance would cause disturbance to the residential area. In view of the above considerations, the current site was proposed while most part of the site could still be opened for public use.
5. Members enquired about the frequency of maintenance works in the open area.	In normal circumstances, maintenance including de-silting operation will be carried out in the entire open area once a year for a period of 3 to 4 months to maintain proper functioning of the DWFIs and avoid odour nuisance due to silt accumulation in the CSBC. The maintenance period would be reduced if silt accumulation situation in the CSBC improves over years.
6. The pedestrian access to the existing landing steps nearby should be covered either in this project or in the TKT	Upon liaising with DevB and CEDD, we will upgrade the pedestrian access to the existing landing steps despite the

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

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### **Annex 1 Response to Comments / Questions**

Advance Promenade project.	access being outside our Project Site. We are currently liaising with the relevant management and maintenance authorities of this access about the proposed upgrading works.
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Annex 2 – Original Scheme

Wider Waterfront Promenade

Removable planter

Grasscrete ground cover

Vertical green wall to  
enhance pumping station  
appearance

Removable sheltered  
bench

New Yau Ma Tei Typhoon Shelter

More greening features along  
waterfront promenade

Hoi Fai Road

Annex 3 –Revised Scheme





TKT Advance Promenade

CSBC DWFI



New Yau Ma Tei Typhoon Shelter

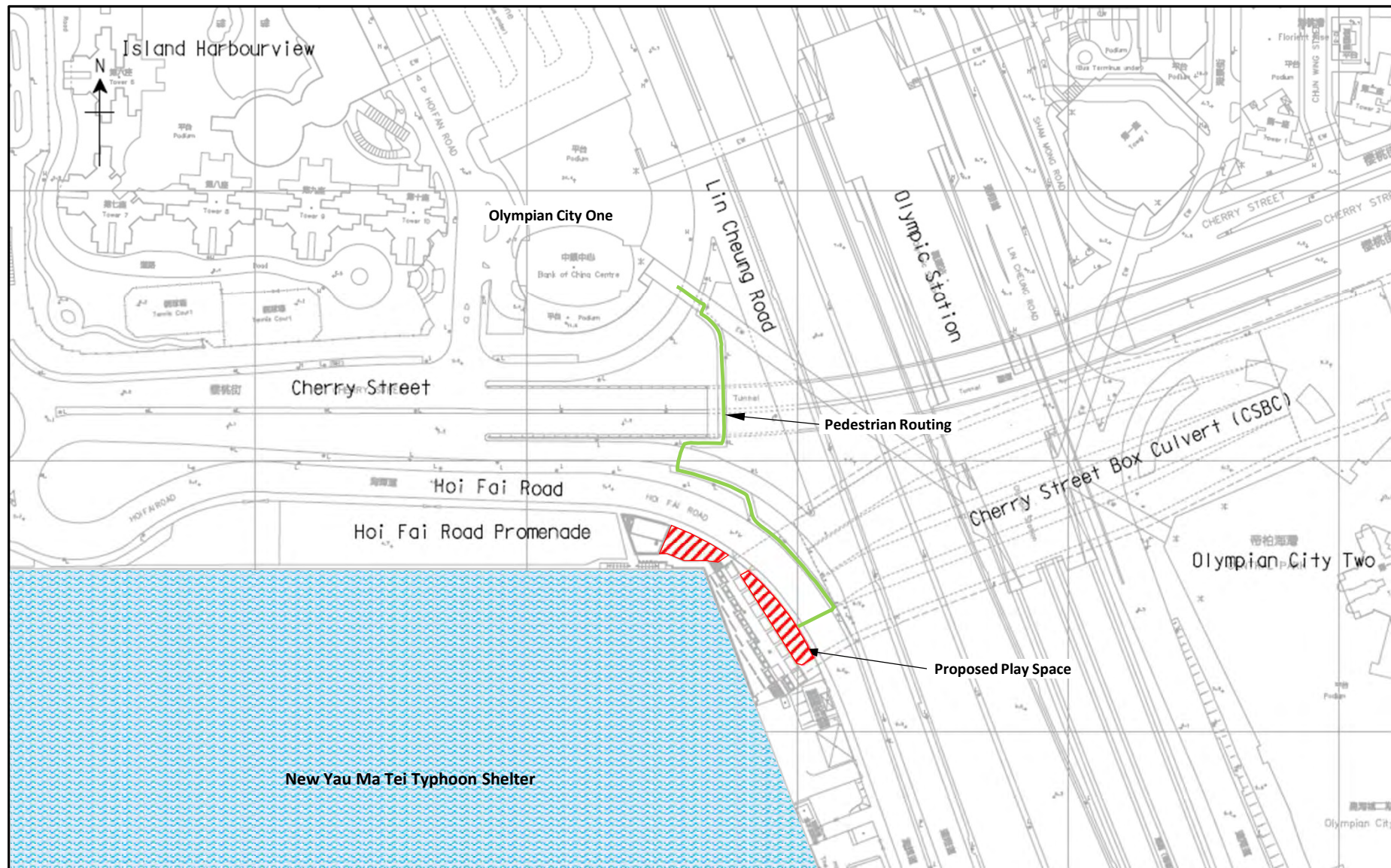
Hoi Fai Road

Annex 4 –Connectivity with neighbouring TKTAP



Annex 3 - Previous Revised Scheme in 2013





**Annex 4 – Location Plan of the Proposed Play Space at the Dry Weather Flow Interceptor (DWFI) of Cherry Street Box Culvert (CSBC)**

## Harbourfront Commission

For discussion  
On 28 January 2021

HC/05/2021

### Co-creation of DSD's Assets @ Harbourfront

#### PURPOSE

This paper provides an overview on the work of Drainage Services Department (DSD) in enhancing the livability of Hong Kong as well as the connectivity and vibrancy of the Victoria Harbour waterfront.

#### BACKGROUND

2. DSD's vision is to provide world-class wastewater and stormwater drainage services enabling the sustainable development of Hong Kong. Our facilities play an integral part of urban infrastructure, and they become closely linked with the community. As always committed to innovation, we have been practicing the concept of "Blue-Green Drainage Infrastructure" to build a liveable city. Embracing a spirit of "coexisting and sharing", we have been adopting a "design thinking" approach to develop our facilities and would take opportunities for land co-use with public, thereby achieving a win-win situation. We will also continue to deliver river revitalisation works to promote the culture of water-friendliness and improve local environment.

#### PAST PROJECTS

3. Over the years, DSD have implemented several projects with land co-use concept. Some of our drainage facilities had been constructed underneath existing recreational areas such that no extra land was taken up. Open space for a pet garden and Tai Chi garden have been created on top of our drainage facilities and opened for public enjoyment. To enhance the connectivity of our facilities with neighboring areas, maintenance access was also shared for public use. In our river revitalisation project, we do not only aim to alleviate the flood risks, but also take chance to enhance the natural ecosystems. More details of these projects are provided in **Appendix A**.

### ONGOING PROJECTS

4. DSD will continue our effort in strengthening our engagement and relationship with the community. The following projects are some of our on-going projects with co-creating public open space at our assets near harbourfront.

#### To Kwa Wan Harbourfront

5. The 140m long waterfront strip of land inside To Kwa Wan Preliminary Treatment Works (TKWPTW) is currently served as the emergency vehicular access (EVA) of the facility and not open to public. We plan to convert the waterfront EVA to a promenade for public enjoyment.

6. The proposed release of waterfront area, together with the proposed Hoi Sham Park Extension at its northern side, could form a continuous open space of about 880m long waterfront passage connecting Kowloon City Ferry Pier to Hung Hom in long term. Our target is to tie in its commissioning with the opening of the Hoi Sham Park Extension.

#### Kwun Tong Harbourfront

7. Various DSD projects in the vicinity to the existing Kwun Tong promenade near Cha Kwo Ling have been underway. More public accessible space will be created through our enhancement and upgrading works at Kwun Tong Sewage Pumping Station (KTSPS) and Kwun Tong Preliminary Treatment Works (KTPTW).

8. A landscaped deck on top of the KTSPS is currently under construction and about 11,000m<sup>2</sup> of open space with greenery, seating, shades, children playing area and elderly exercise area will be created for public enjoyment. The southwest and southeast site boundaries of KTPTW will be set back by 15m and 3m respectively for providing a continuous waterfront promenade and improving the connectivity under the Tsui Ping River revitalization project.

9. DSD will revitalise the nullah along Tsui Ping Poad and King Yip Street into Tsui Ping River. In sync with enhancing flood prevention capacity, the existing nullah will be revived with environmental, ecological and landscaping upgrading. The construction of cross-river walkway at the river mouth as well as walkways and landscaped decks along the river will create a new landmark for the public to enjoy the river view and engage in leisure

activities, and at the same time provide a pleasant and easy passageway for public to access to the harbourfront from inland of Kwun Tong area that create synergy with our projects at Kwun Tong harbourfront.

### Tai Kok Tsui Harbourfront

10. We are constructing a drainage facility at the outlet of the Cherry Street Box Culvert (CSBC) along the waterfront of the Yau Ma Tei typhoon shelter. The maintenance access area, about 885m<sup>2</sup>, above the drainage facility will be designed with landscape and play features, and a stretch of new waterfront about 85m long will be provided upon completion of the construction works. Both facilities will be opened for public enjoyment.

## **CO-CREATION WITH NON-GOVERNEMENT ORGANISATION**

11. To enhance the play experience of the planned open space, DSD commissioned a “play consultant” to review and study the play space on the landscaped deck of the KTSPS and the open space above the CSBC.

12. Our proposed approach to the design of play space at Kwun Tong are (i) knowing the need of community by playable space audit; (ii) knowing the need of citizens by children participation and community engagement; and (iii) aiming bespoke design with unique solution to the site.

13. The site, locating adjacent to the Tsui Ping River and the Kwun Tong Promenade, offers worthy opportunities for children to engage nature in an urban setting. We proposed to cultivate an environment and an atmosphere for free play in this site by reconnecting the elements of nature with children and unearthing the essence of children play. **“Playful Nature”** is an attempt to deliberately integrate play with the living landscape, and promote a full-body engagement with the environment instead of leaving nature as a backdrop of children’s activities. The natural elements of Air, Sun, Sky, Ground, and Water are infused into the play settings, triggering children to play with space (play equipment and facilities); play with people (families and peers); and play with different living things (plants & animals). All of these aspects of play are necessary for the development, health and well-being of children.

14. For the open space at Cherry Street, we have proposed the theme of **“Mini City”**. The design strategies for this site are: (i) imaginative play space; (ii) waterfront enjoyment; (iii) unique identity for the Hoi Fai Road promenade; and (iv) maintenance needs.

15. The play space design responded to the result of the Playable Space Audit in the surrounding communities and integrated with the existing play equipment of Hoi Fai Road Promenade. The major play experiences include bouncing, balancing, swinging, climbing & crawling, sensory play, imaginative play and creative play. The play space encourages children to challenge themselves physically, mentally, and collaborate with others to develop their social and sensory ability while playing.

### **CONCLUDING REMARKS**

16. Drainage and sewerage infrastructures were generally considered as “Not in my backyard” facilities. Counting on our continuous collaboration with different stakeholders and engagement with creativity expertise, it is conceivable to integrate DSD’s assets with the surrounding features to improve the harbourfront environment and have them enjoyable by the community.

**Drainage Services Department**  
**January 2021**

**Harbourfront Commission**

For discussion  
On 28 January 2021

HC/05/2021

Happy Valley Underground Stormwater Storage Scheme

1. As the whole storage tank, with a capacity of 60,000m<sup>3</sup>, and other associated facilities were constructed underground, the area for amenity use by the public, including the sport pitches, would not be reduced after completion of the project.

Tai Hang Tung Storage Scheme

2. The Tai Hang Tung Storage Scheme was designed to prevent flooding in MongKok area by reducing the rainfall volume discharging into existing urban drainage systems. The stormwater storage tank, which has a 100,000m<sup>3</sup> capacity, was constructed underneath Tai Hung Tung Recreation Ground.

Lai Chi Kok Drainage Tunnel

3. The Butterfly Valley Road Pet Garden shares with the drainage facilities of the Lai Chi Kok Drainage Tunnel. Through optimizing the operation and maintenance procedures and revising the landscape design, DSD enabled a piece of 7,000m<sup>2</sup> of land to serve the purposes of flood prevention, transportation and recreation by constructing a pet garden under the viaducts of the Tsing Sha Highway. This maximisation of land utility follows the criteria of sustainable development.

Sheung Wan Stormwater Storage Scheme

4. On top of the underground storage tank, a 5,700m<sup>2</sup> open space comprising a waterfront promenade, a plaza and a pet garden was developed with around 110 trees and over 20,000 shrubs planted. Above the underground ancillary facilities, an area of 320m<sup>2</sup> was opened to the public as a Tai Chi exercise area. The design was supported and welcomed by the public.

Harbour Area Treatment Scheme (HATS)

5. At Telegraph Bay Waterfront, DSD released part of the access road near the Cyberport Preliminary Treatment Works for the pedestrian walkway, which enhances connectivity between Cyberport Waterfront Park and Cyberport Road.

Kai Tak River Improvement Works

6. Improvement works were carried out to enhance the drainage capacity of the Kai Tak River and alleviate the flood risks in Choi Hung Road and surrounding area. We also incorporated aesthetic, greening, landscaping and ecological elements, thus revitalising the nullah into the first urban green river along a serene emerald corridor.





**Annex 6 – The “Mini City” Play Space and Revised Landscaping Works**