

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

For discussion
on 19 January 2015

TFK/03/2015

Relocation of Supporting Operational Facilities of Tsim Sha Tsui Fire Station Complex

PURPOSE

This paper is to brief Members on the detailed design of the new building at To Wah Road for accommodating the supporting operational facilities to be relocated from the Tsim Sha Tsui Fire Station Complex at Canton Road.

BACKGROUND

2. The Chief Executive announced in his 2007-08 Policy Address that the development of the West Kowloon Cultural District (WKCD) will be proceeded in full swing to facilitate the long-term development of arts and culture, and to support Hong Kong as a creative economy and Asia's world city.

3. The existing Tsim Sha Tsui Fire Station Complex (TSTFSC) at Canton Road falls within the site boundary of the WKCD. The TSTFSC will be relocated in three phases to give way for the construction of WKCD facilities. The development phasing of the TSTFSC site is at **Appendix A**. The first phase will involve the relocation of the transformer room block on site by end-2016. The second phase, including the relocation of Fire Protection Regional Office, Fire Services Workshop, Physical Training Establishment Office, Dangerous Goods Stores as well as ancillary facilities, is the current proposal submitted for Members' discussion. The area currently occupied by the above facilities is planned for the construction of the Avenue and the open space in front of Xiqu Centre of WKCD. As indicated in the Explanatory Statement of the approved WKCD Development Plan, the Xiqu Centre located at the junction of Canton Road and Austin Road West will act as a continuation of the city fabric, while the Avenue and the open space in front of the Xiqu Centre will serve as a gateway to the WKCD from Canton Road. The objective of the project is to relocate the supporting operational facilities of the existing TSTFSC and clear the site for the construction of the above facilities of WKCD. We target to make the site available by mid-2019

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

TFK/03/2015

to timely support the WKCD development and to complement the operation of the Xiqu Centre. The earmarked relocation site is located at To Wah Road. The remaining phase, comprising the fire station, staff quarters, fireboat pier and station and ancillary facilities, will be relocated subject to satisfactory site identification in due course. The operational efficiency of the Hong Kong Fire Services Department (FSD) in providing services to the public will be maintained all the time.

THE SITE

4. The relocation site for the supporting operational facilities at To Wah Road, Kowloon is bounded by To Wah Road in the south and the west leading from Jordan Road. An existing bus terminus is located at the eastern boundary of the site. The site is about 5,338m² in area with 2,396m² non-building area that comprises a drainage reserve and a waterworks reserve, and is currently vacant. Near the site are the CLP Centenary Station, the FSD West Kowloon Rescue Training Centre as well as the Civil Aid Service Headquarters, forming a cluster of public utility buildings and government premises. From a height, the site is visible from Sorrento located above the Kowloon MTR Station. The location map of the site is shown in **Appendix B**.

5. The site is located away from the boundary of the harbourfront area, separated by the West Kowloon Highway. The site is 800m north of the Victoria harbourfront and the future building will hardly be seen from Victoria Harbour. Its shortest distance from the waterfront is about 200m towards Yau Ma Tei Typhoon Shelter in the west while connection to harbourfront was cut off by the West Kowloon Highway. The photomontage of the new building from a distance is illustrated in **Appendix C**. The site is zoned "G/IC" on the approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30 and zoned "Government" on the South West Kowloon Outline Development Plan No. D/K20C/C. The proposed development complies with the planning intention and development restrictions of the zone.

6. In addition to the vehicular access via To Wah Road, the site can also be accessed via a pedestrian footbridge linking the MTR Kowloon Station and the Jordan district.

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

TFK/03/2015

THE PROPOSED DEVELOPMENT

7. The proposed new building comprises nine storeys, with its upper roof floor reaching +43.5mPD, which falls within the recommended maximum building height restriction of +45mPD as advised by Planning Department.

8. Due to the presence of reserve areas, the new building will be constructed on a triangular footprint sited away from the harbourfront. The building consists of three distinctive masses - a four-storey podium, which contains a Fire Services Workshop for the maintenance of fire engines as well as stores for general goods and dangerous goods; a five-storey linear block which runs along the north-south axis and houses general offices; and facilities for physical training sitting on the podium roof on the fourth floor.

9. The plans and elevation of the new building are shown in **Appendices D & E**. The perspectives illustrating the building in its context are shown in **Appendix F**.

10. The following architectural and landscape features are developed and proposed in response to the design requirements and the characteristics of the surrounding environment:

- (a) At-grade greenery covering a minimum of 10% of the site area is proposed for the public's visual enjoyment. The greenery situated along To Wah Road renders a pleasant journey through the access to the building;
- (b) The fence wall on the ground floor will be constructed by light-weight metal claddings and metal grilles which should be demountable for securing an access to underground utilities in emergency. Perforations will be provided along the fence wall to promote air ventilation at street level. The outlook of the fence wall is shown on **Appendix G**;
- (c) Vehicular openings for the Fire Services Workshop and fire engines waiting spaces, which are visually unpleasant, will be located away from the inner urban district. The ground floor adjoining the existing bus terminus is set back to create buffer space and reduce the overall massing;

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

TFK/03/2015

- (d) An internal courtyard will be included not only to provide natural day light inside the building, but also to promote visual interest and transparency of the building; and
- (e) Landscape terraces are designed at different levels. The greenery on the roof will also serve as a mitigation measure against possible visual impacts brought about by the proposed development on nearby high-rise residential buildings (e.g. Sorrento).

11. The new building is scheduled to be completed and handed over to the FSD in 2018.

COMPLIANCE WITH THE HARBOUR PLANNING PRINCIPLES AND GUIDELINES

12. In developing the design proposal, the requirements of the Harbour Planning Principles and the corresponding Harbour Planning Guidelines have been observed and sufficiently addressed:

- (a) *Building Height*
The proposed building has a height profile similar to its surrounding and neighboring buildings, which are significantly lower than the nearby high-rise residential development. The building will feature a podium and tower blocks, which will add to the diversity in terms of the building mass and building height for a more appealing visual environment and harbour view (see **Appendix F**).
- (b) *Visual Permeability*
The proposed building will take up a small footprint, covering about only 55% of the site area due to the presence of reserve areas. The resultant triangular profile of the building will allow a panoramic open view from the northern end of the existing bus terminus as well as from the nearby FSD West Kowloon Rescue Training Centre and inner urban district in that direction. Constructing the building alongside the inner boundary can also

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

TFK/03/2015

avoid causing an impermeable walling effect along the harbourfront.

The building will have a non-rectangular site boundary with a strip of land extending towards the entry turning corner of To Wah Road. The building mass is designed to be set back from that strip of land so as to maintain an unobstructed visual corridor and allow visual permeability along To Wah Road from the inner area of the urban district. In addition, it contributes to the urban breezeways to enhance air circulation across the site (see **Appendix H**).

(c) *Streetscape Design*

The current streetscape at To Wah Road is dominated by the façade of the adjacent CLP Centenary Substation, which is generally covered by walls and metal louvers of mechanical plants. For the proposed building, visually unpleasant accommodations such as mechanical plant rooms and dangerous goods stores will be located away from To Wah Road to the inner side of the site. For mechanical plant rooms like transformers room being unavoidably sited along the street frontage, the access door will be beautified with decorative metal grilles. The access will also be strategically located behind an at-grade landscape area to mitigate the adverse visual impact. The wall of the entrance lobby will be made of glass and framed by an overhanging portal for easy identification of the entrance. The changes in the building mass together with the greening will add to the aesthetic and visual interests for those who approach the harbourfront via To Wah Road (see **Appendix I**).

(d) *Landscaping*

The landscape design aims to integrate with the design language of architecture and to optimize greening opportunities. Landscape decks are proposed at different levels not only to lessen the visual impact brought about by the proposed development but also to create and characterize spaces.

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

TFK/03/2015

On the ground floor, an at-grade landscape will be created to provide a pleasant and aesthetic entrance in the south of the building. Small trees and flowering shrubs are proposed to be grown in the planters outside the entrance. Ornamental shrubs will be provided to enhance the quality of outdoor environment. Rooftop greenery will be maximized to lessen the visual impact of the building on the nearby visually sensitive receivers (see **Appendix J**).

Plant species will be carefully selected by taking into account the local characteristics of the environment near the coastal areas. Plant species like *Plumeria rubra*, which can tolerate salt spray and strong wind, will be considered. Shrub species like *Loropetalum chinense* and *Ixora chinensis*, which have a colour tone coherent with firemen's iconic red color, will be considered as thematic plantings to develop a sense of identity and enhance the sense of place.

(e) *Sustainable Development*

Green building principles are incorporated into the building design for a better and healthier style of living as well as conservation of energy and other resources. Renewable energy technologies like solar landscape lighting and Building Integrated Photovoltaic (BIPV) panels are adopted into the design. Energy efficient features such as time-controlled outdoor lighting and photo sensors for corridors and lighting rows near windows will be adopted. Other green features like rainwater recycling systems will also be utilized to achieve long-term sustainability (see **Appendix J**).

The completed building will be assessed against "BEAM Plus", the green building labeling scheme recognized by the Hong Kong Green Building Council (HKGBC) to reflect its environmental performance. The building is designed to achieve the BEAM Plus "Gold" rating.

**Task Force on Harbourfront Developments
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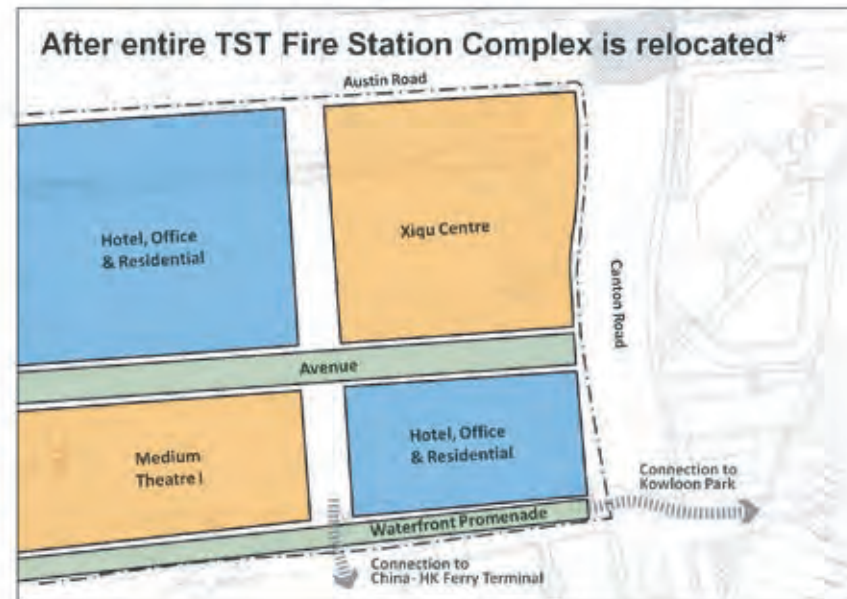
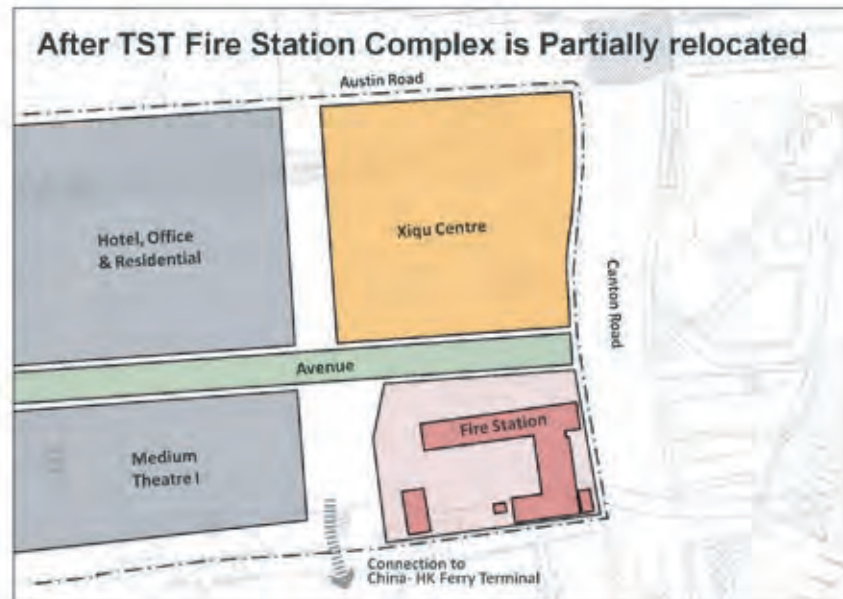
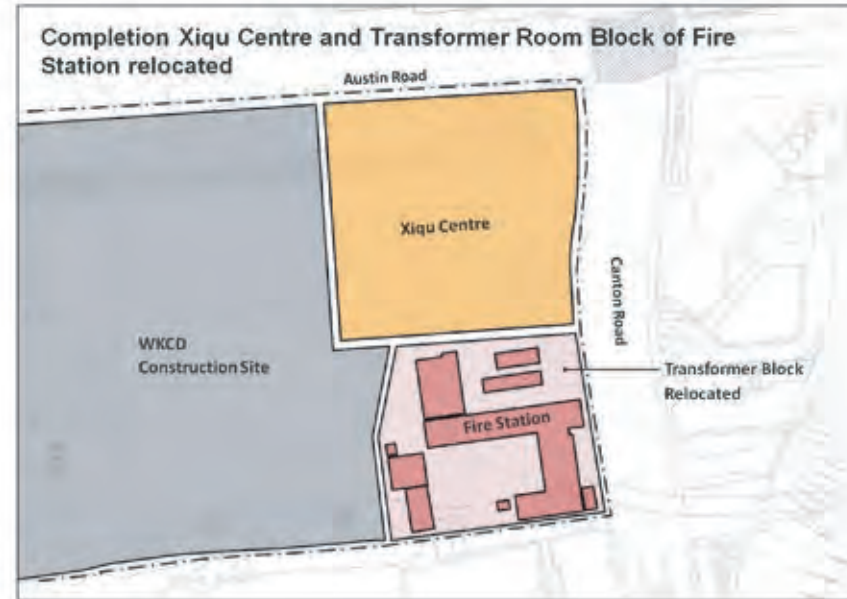
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ADVICE SOUGHT

13. Members are invited to note and comment on the proposed Project.

**Fire Services Department
Architectural Services Department
January 2015**

Development Phasing Diagram



*Subject to coordination with various government departments



SITE LOCATION



VIEW 1 - THE NEW BUILDING CANNOT BE SEEN FROM VICTORIA HARBOUR



(WITHOUT THE PROPOSED DEVELOPMENT)



(WITH THE PROPOSED DEVELOPMENT)

VIEW 2 - THE VIEW FROM THE ELEVATED HIGHWAY NEXT TO YAU MA TEI PUBLIC CARGO WORKING AREA.



(WITHOUT THE PROPOSED DEVELOPMENT)



(WITH THE PROPOSED DEVELOPMENT)

VIEW 3 - VIEW FROM LIN CHEUNG ROAD



1. CIVIL AID SERVICE HEADQUARTERS



4. JORDAN (TO WAH ROAD) BUS TERMINAL



2. FSD RESCUE TRAINING CENTRE



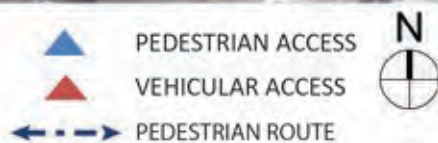
5. CLP CENTENARY SUBSTATION



3. VIEW TOWARDS W KOWLOON HIGHWAY

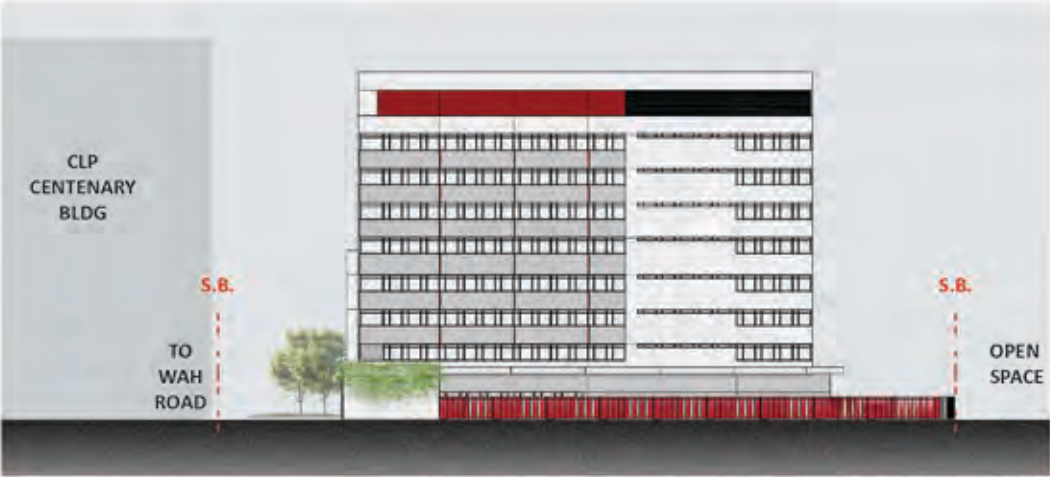


6. SORRENTO

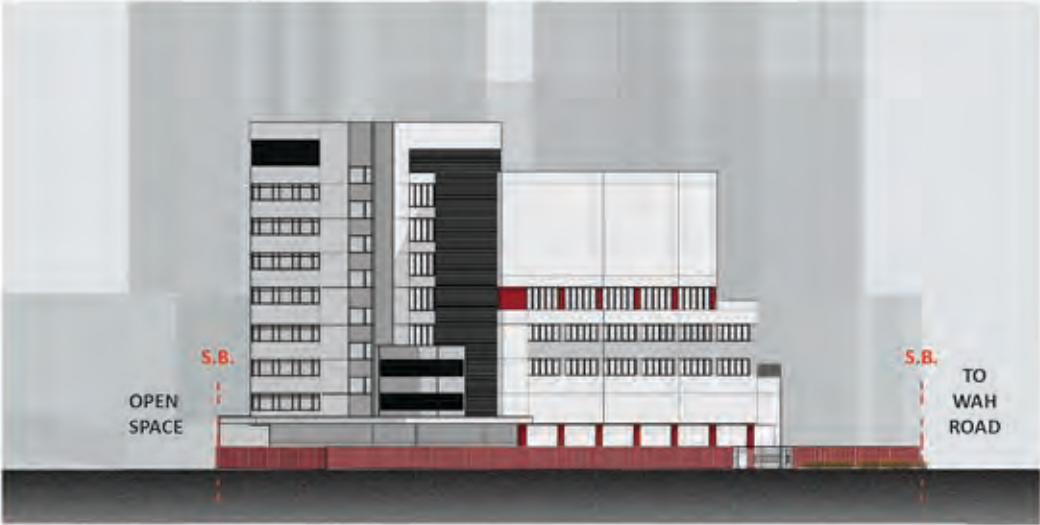




ELEVATION A
(ALONG TO WAH ROAD)



ELEVATION B
(FACING FUTURE OPEN SPACE)



ELEVATION C
(FACING APPLIANCE MANEUVERING AREA)



ELEVATION D
(FACING APPLIANCE MANEUVERING AREA)



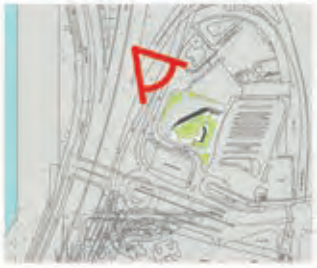
CLP CENTENARY SUBSTATION

FSD RESCUE TRAINING CENTRE

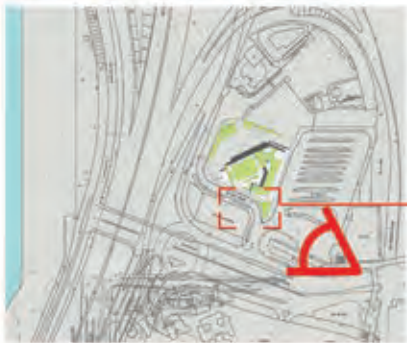


TO WAH ROAD

VIEW FROM TO WAH ROAD ENTRANCE

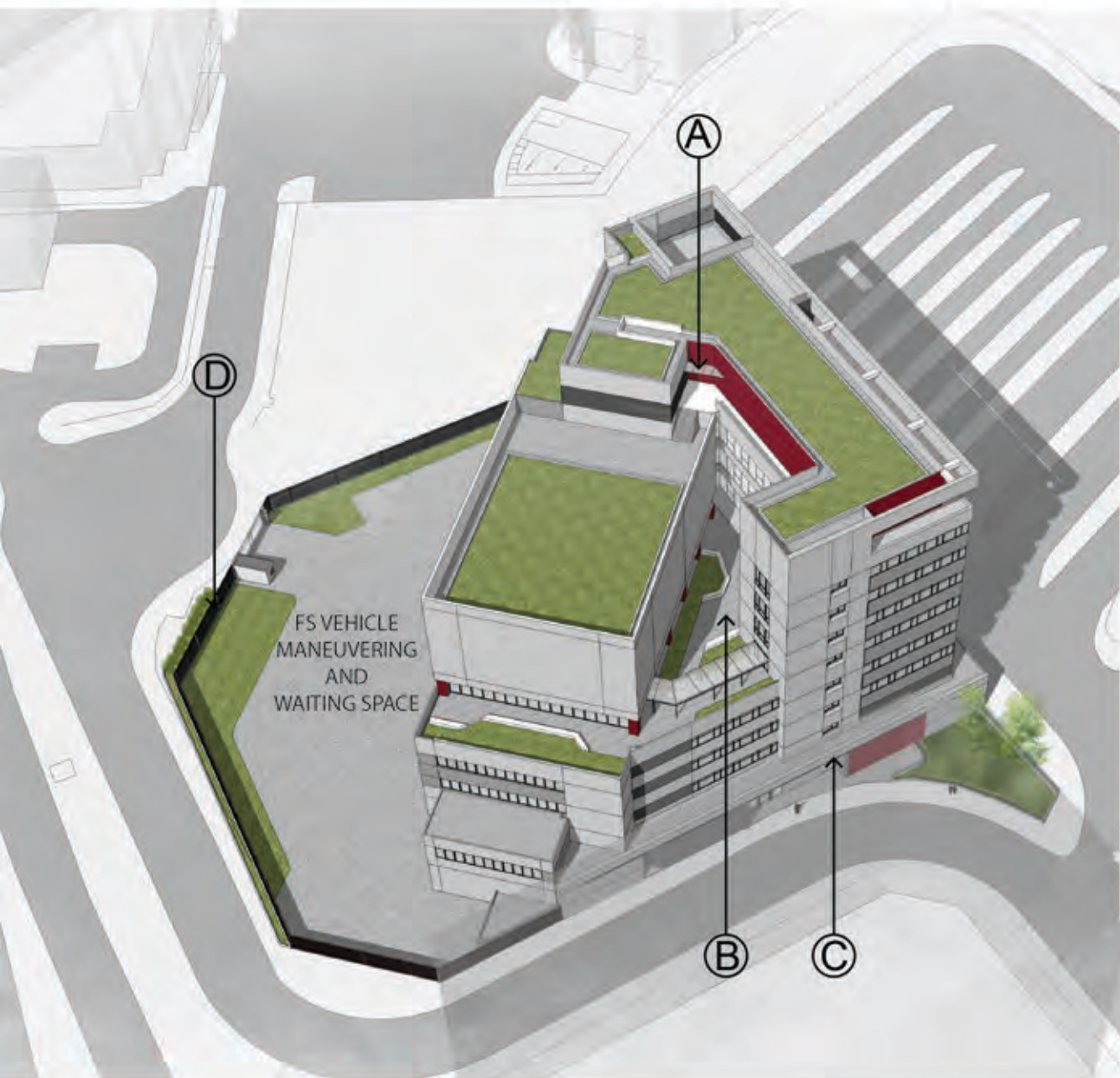


FENCE WALL DESIGN





MAIN ENTRANCE



At-grade greenery area Percentage of site area	≥10%
Total greenery area percentage to site area	≥30%

A) BIPV



B) Courtyard



C) Covered Entrance



D) Vertical Greening

