

**Meeting 9:30am, 1 February 2011**  
**Marine Department, Yaumatei Harbour Patrol Section Office**  
**30 Hoi Fan Road, Tai Kok Tsui**

Present

Roger Tupper – Director of Marine  
SM Chung – Assistant Director / Port Control  
Chan Cheuk-Sang – Senior Marine Officer  
Hu Chi-Ping – Marine Officer  
Peter Cookson Smith } Harbourfront Commission  
Paul Zimmerman }

**1. Existing and Required Facilities for the Marine Department around Victoria Harbour**

Our preliminary understanding on facilities for the Marine Department around Victoria Harbour is as follows:

- Marine D has a control centre at Shun Tak which needs upgrading and this might be best done by moving it first to another location preferably with sight over the western harbour;
- Marine D has a licensing and community office in Shaukeiwan which includes the prosecution team and is short of space;
- Marine D has a Harbour Patrol Section at YMT which clearly lacks sufficient space, and ideally would include the prosecution team;
- Marine D has a survey team operating from the YMT cargo working area office;
- Marine D requires part-time use of significant lengths of water frontage at several locations for ship surveys;
- Marine D has HQ and back office space in the Harbour Building including various customer interfacing departments but is short of space; and
- Marine D has control of marine refuse collection points (although they may well fall under the auspices of EPD).

**ACTION REQUIRED:** Marine D to complete an overview of existing and future requirements including each function the facilities, GFA, exclusive/non-exclusive water frontage etc needed.

**2. The Harbour Patrol Section in Yau Ma Tei**

- The Building is the only one operated by Marine Department that requires a full time and partly exclusive use of water frontage for berthing of Marine D launches and for Medivac in case of emergencies and accidents.
- Launches berth along and next to a pontoon which has a secure access. We noted the need for garbage disposal facilities when vessels return.
- There are 18 parking spaces occupied by staff and visitor cars between the building and the waterfront.
- The HPS office on 3 storeys is cramped and there is a clear shortage of space, notably for changing facilities, with one room used for both office use, lockers and storage of personal belongings. There is a legitimate need for additional accommodation.
- The current office building occupies only around 30 percent of the site. However there are constraints which include a 5m building – free set-back from the waterfront. There is one space to the side of the building together with tree vegetation that could be potentially utilised for building. There is also a large emergency generator building adjacent to the entrance gate – evidently a requirement for Government buildings that have to operate on a 24-hour basis which can be used.

### **3. The Current Proposal and Issues**

A scheme has been prepared by ASD for a new 2-storey building on an adjacent site, accessed by an elevated bridge connection above the external emergency generation building. The site in question is vacant but well vegetated. We note that the scheme was incomplete and failed to identify issues such as parking, berthing, and security requirements. It is also unclear how the scheme fits into an overall plan for the New Yau Ma Tei Typhoon Shelter.

The issues now seem to be:

- Whether any new site development on the waterfront should be awarded in the light of the Harbourfront Commission objectives;
- Whether additional GFA can be accommodated on the existing site or on the roof space; and
- Whether a broader consolidation of Marine D uses should be considered, possibly built on new marine frontage, to accommodate uses currently accommodated in other locations, allowing the current site to be cleared.

### **4. Conclusion**

On the first point we are of the opinion that no new waterfront site should be utilized unless there is an overriding need and all other options have been explored.

On the second point we are not convinced that additional GFA could not be accommodated on the existing site. However, any construction work may require a temporary facility nearby. A subsequent telephone discussion with ASD evinced the following:

- That the current building foundations might not facilitate additional loading; and
- That the seawall conditions and setback requirements might prohibit development in front of the existing building.

The existing building is of heavy construction, three storeys in height, with an additional 4m roof tower over the central stair. There is a space on half the roof of around 60 sq m that could be suitable for a light weight construction, and we would need a lot of convincing that this is not structurally possible. Alternatively ground level space exists to the south of the building for a possible extension, as well as above the generation building. These options need to be explored, along with the potential of redevelopment within the site.

There might be benefits in consolidating different sections of the Marine Department as this may provide a greater efficiency of operation and overcome other space shortfalls. It would also reflect the winding down of commercial port operations in the Eastern part of Victoria Harbour and a consolidation of those in the Western side of Victoria Harbour. In all cases, the functional requirements for all facilities required must be clearly identified and be complete.

In terms of both planning and operational requirements it should be noted that to the north of the HPS site along the typhoon shelter is a water supply point for vessels, a 'temporary' but large marine refuse site, as well as various vacant sites currently zoned G/IC but with an intention to rezone this as 'O' (for a dog park), as well as a promenade and land designated for another park.

We consider it very important to take a strategic view and to look at the wider and longer-term picture for both the land around the New Yau Ma Tei Typhoon Shelter as well as the requirements of the Marine Department along the waterfront of Victoria Harbour. There is a need for forward planning and investment. The needs of Marine Department to the functioning of a working harbour are paramount, as are the needs of waterfront operators. At the same time the aspiration for a well designed waterfront enjoyable by the public is clear. To address all these it is considered necessary

to satisfy the long term needs of the Marine Department with quality facilities rather than adopt a piecemeal approach which might well compromise future harbourfront enhancement.

**Prepared by  
Peter Cookson Smith & Paul Zimmerman**