



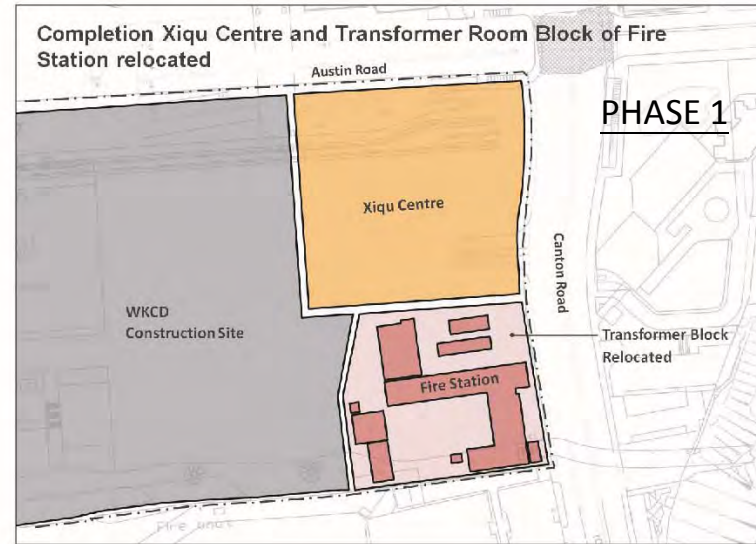
**Task Force on Harbourfront Developments in
Kowloon, Tsuen Wan and Kwai Tsing**

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

 **建築署**
**Architectural Services
Department**

 **Fire Services Department**
The Government of the Hong Kong Special
Administrative Region

WEST KOWLOON CULTURAL DISTRICT DEVELOPMENT PHASING DIAGRAM OF SITE OCCUPIED BY TST FIRE STATION

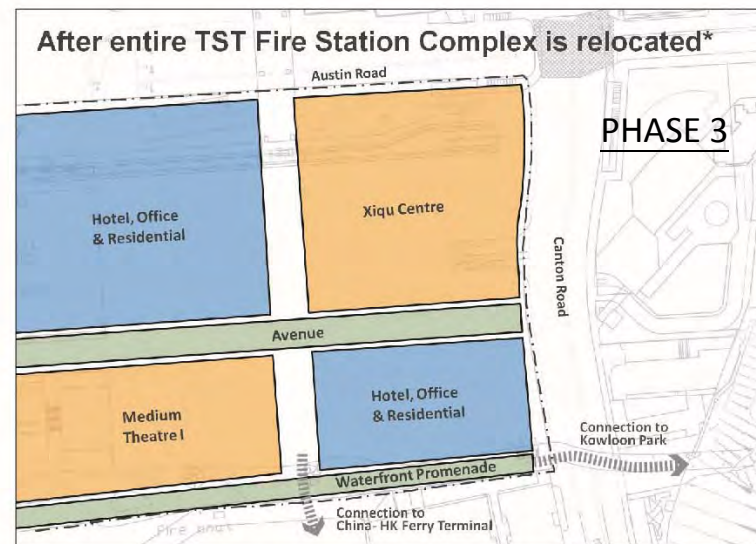
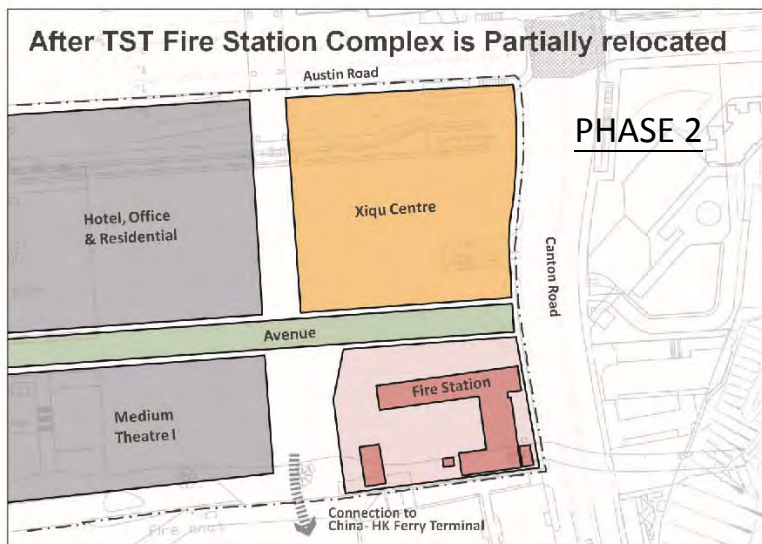


PHASE 1

Relocate transformer room block on site by end 2016

PHASE 2

Relocate proposed facilities to To Wah Road and handover site to WKCD Authority for development by mid 2019



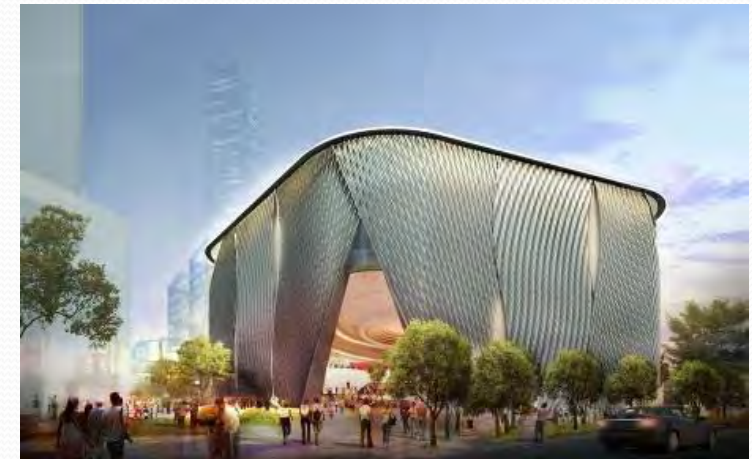
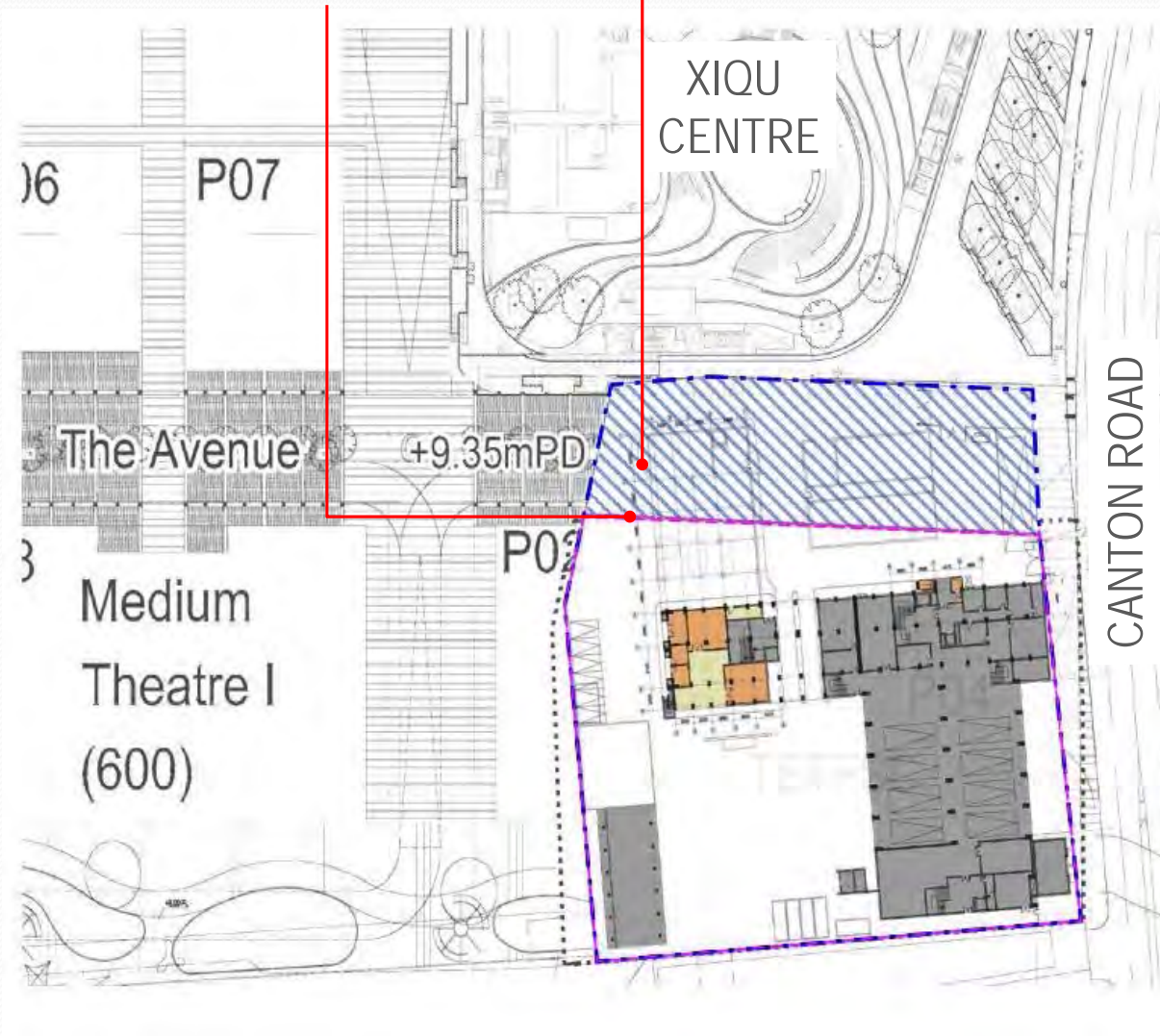
PHASE 3

Relocate remaining parts for hotel, office and residential developments

*Subject to coordination with various government departments

SITE BOUNDARY TO BE MODIFIED WITH NEW FENCE WALL

AREA OF ORIGINAL FIRE SERVICES COMPLEX TO BE HANDED OVER TO WKCD AUTHORITY AFTER RELOCATION TO WAH ROAD



Perspective of Xiqu Centre

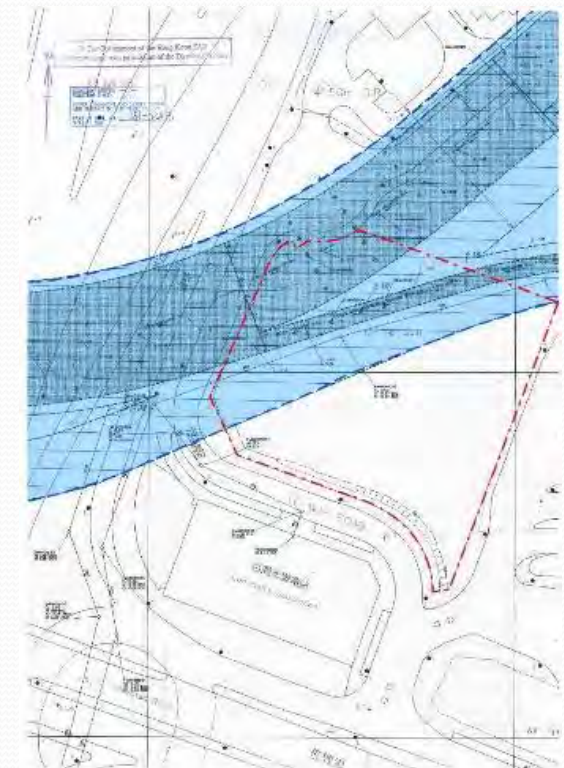
- The sites for the Avenue and the open space in front of Xiqu Centre are currently occupied by the supporting operational facilities of the existing Tsim Sha Tsui Fire Station Complex (TSTFSC) at Canton Road

- - - - - Existing Site Boundary
- - - - - Modified Site Boundary



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 current vacant.

- The site is 800m north of the Victoria harbourfront and the future building will hardly be seen from Victoria Harbour
- The shortest distance from the waterfront is about 200m towards Yau Ma Tei Typhoon Shelter in the west



 DRAINAGE RESERVE AREA





1. CIVIL AID SERVICE HEADQUARTERS



4. JORDAN (TO WAH ROAD) BUS TERMINAL



2. FSD RESCUE TRAINING CENTRE



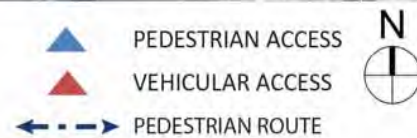
5. CLP CENTENARY SUBSTATION



3. VIEW TOWARDS W KOWLOON HIGHWAY



6. SORRENTO



VIEWS FROM DIFFERENT DIRECTIONS



VIEW 1 – THE NEWBUILDING CANNOT BE SEEN FROM VICTORIA HARBOUR



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 – THE VIEW FROM LIN CHEUNG ROAD



(WITHOUT THE PROPOSED DEVELOPMENT)

(WITH THE PROPOSED DEVELOPMENT)



COMPLIANCE WITH THE HARBOUR PLANNING PRINCIPLES AND GUIDELINES

- Building Height
- Permeability
- Streetscape Design
- Landscaping
- Sustainable Development

Recommended maximum building height restriction of +45mPD as advised by Planning Department



VIEW FROM TO WAH ROAD ENTRANCE

Height profile similar to its surrounding and neighbouring 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.

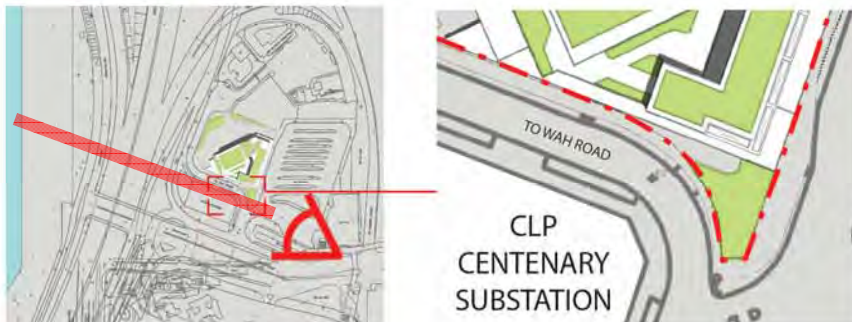


- The building mass is designed to be set back from the strip of land so as to maintain an unobstructed visual corridor and allow visual permeability along To Wah Road from inner area of the urban district.
- View corridor contributes to the urban breezeways to enhance air circulation across the site.

VIEW FROM INNER URBAN DISTRICT



VIEW FROM LIN CHEUNG ROAD

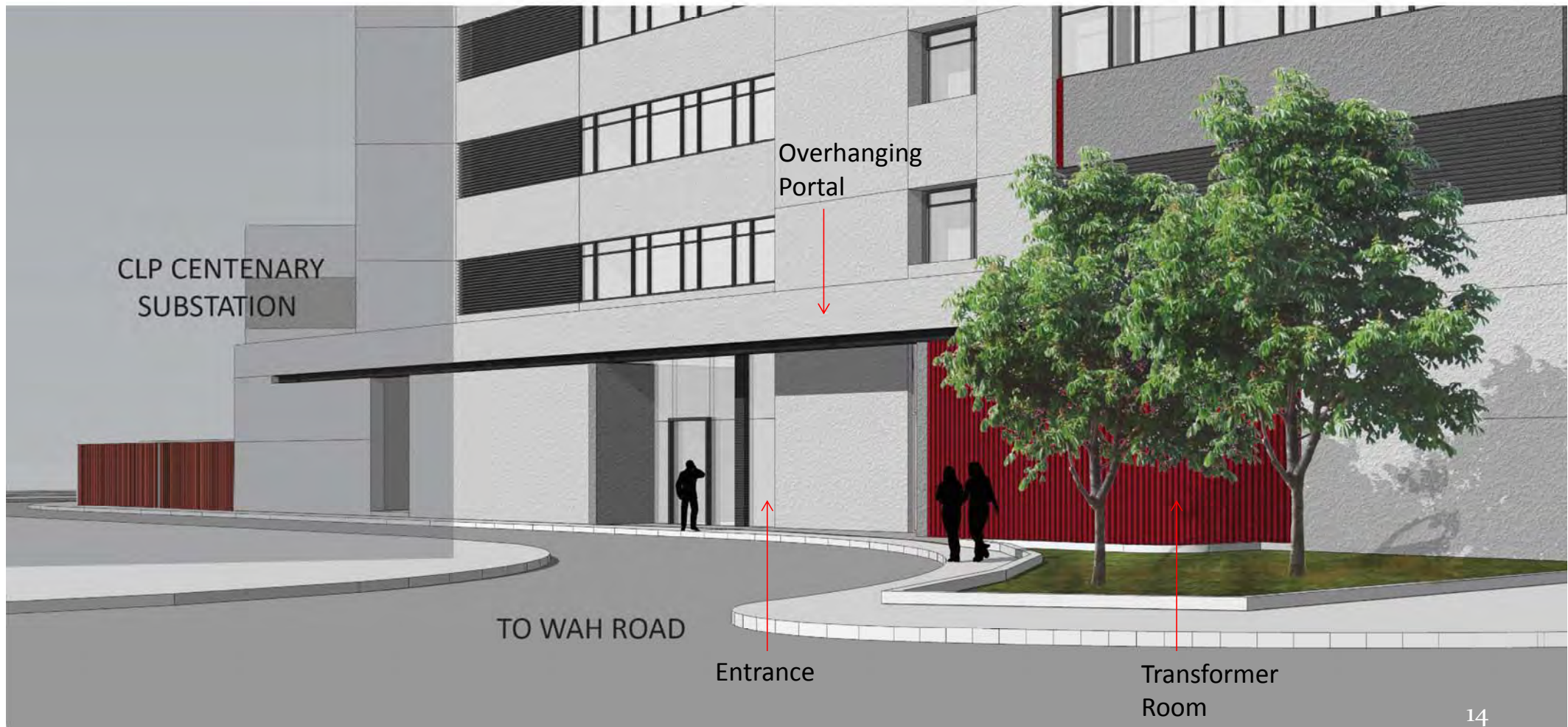


 View Corridor



MAIN ENTRANCE

- Transformer room being unavoidably sited along the street frontage, the access door will be beautified with decorative metal grilles.
- The wall of the entrance lobby will be made of glass and framed by an overhanging portal for easy identification of the entrance.



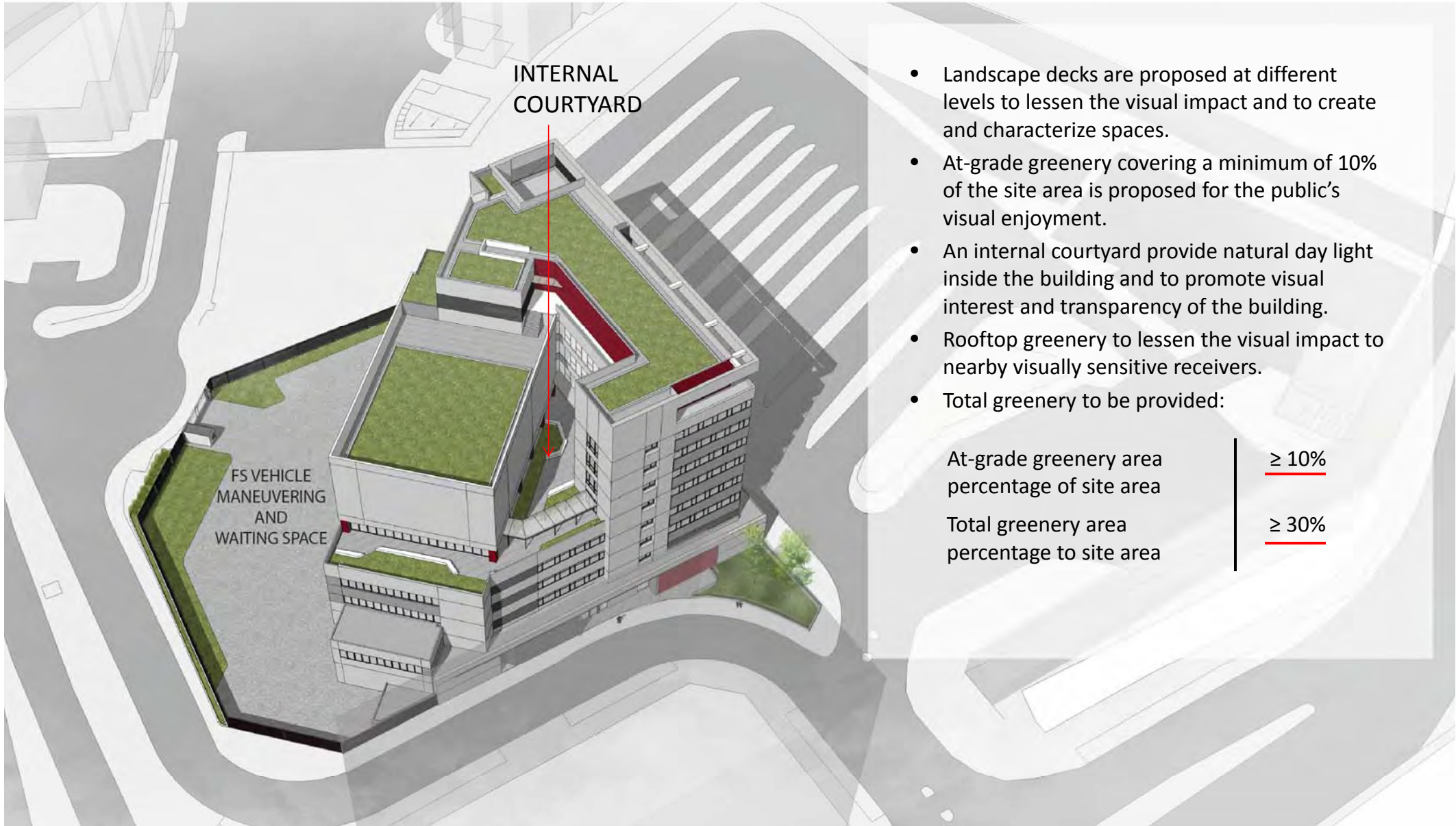
FENCE WALL

- Fence wall 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 along the fence wall to promote air ventilation at street level and visual screening

VISUALLY UNPLEASANT ACCOMMODATIONS

- Workshop Openings and DG Stores will be located away from the inner urban district.





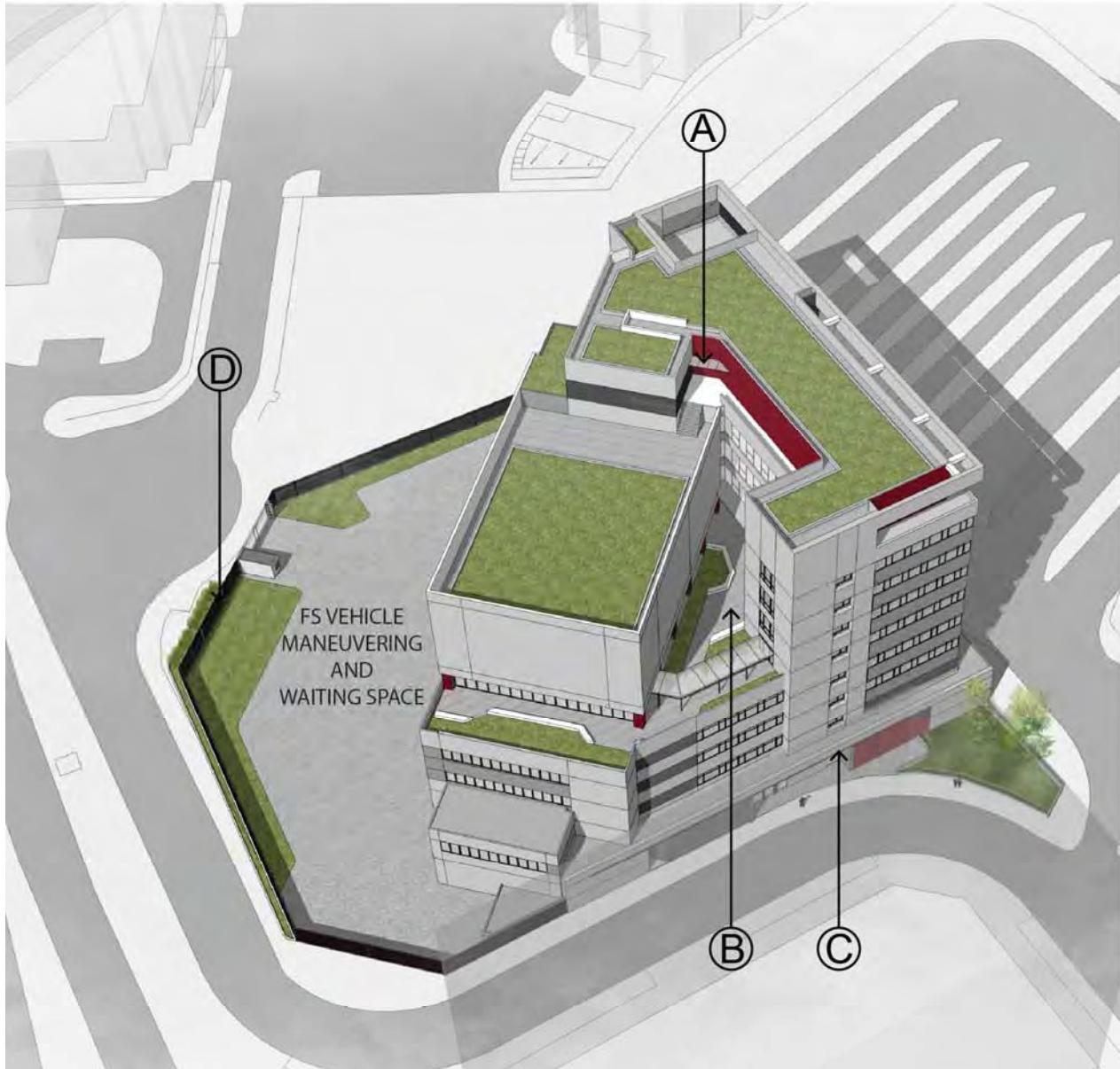
- Landscape decks are proposed at different levels to lessen the visual impact and to create and characterize spaces.
- At-grade greenery covering a minimum of 10% of the site area is proposed for the public's visual enjoyment.
- An internal courtyard provide natural day light inside the building and to promote visual interest and transparency of the building.
- Rooftop greenery to lessen the visual impact to nearby visually sensitive receivers.
- Total greenery to be provided:

At-grade greenery area
percentage of site area

≥ 10%

Total greenery area
percentage to site area

≥ 30%



- Renewable energy technologies like solar landscape lighting and 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 system will also be utilized to achieve long-term sustainability.
- The building is designed to achieve the BEAM Plus "Gold" rating.

A) BIPV



B) Courtyard



C) Covered Entrance

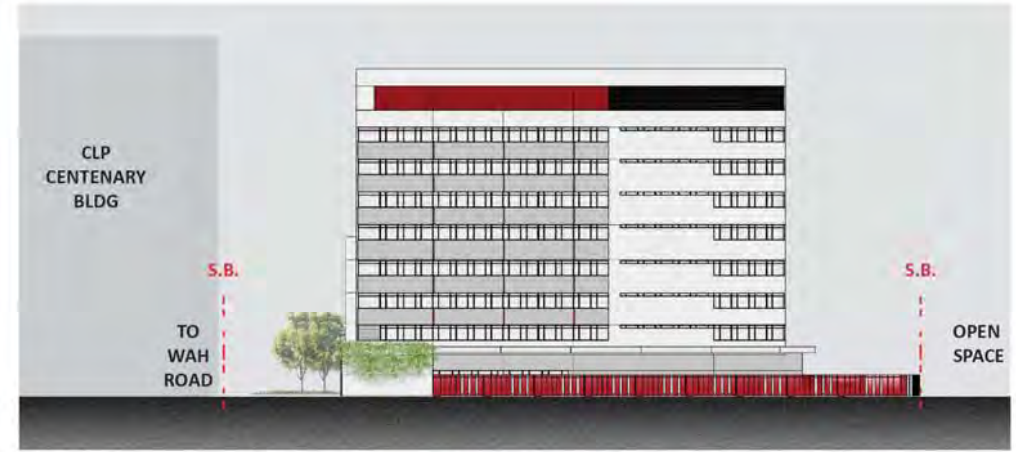


D) Vertical Greening

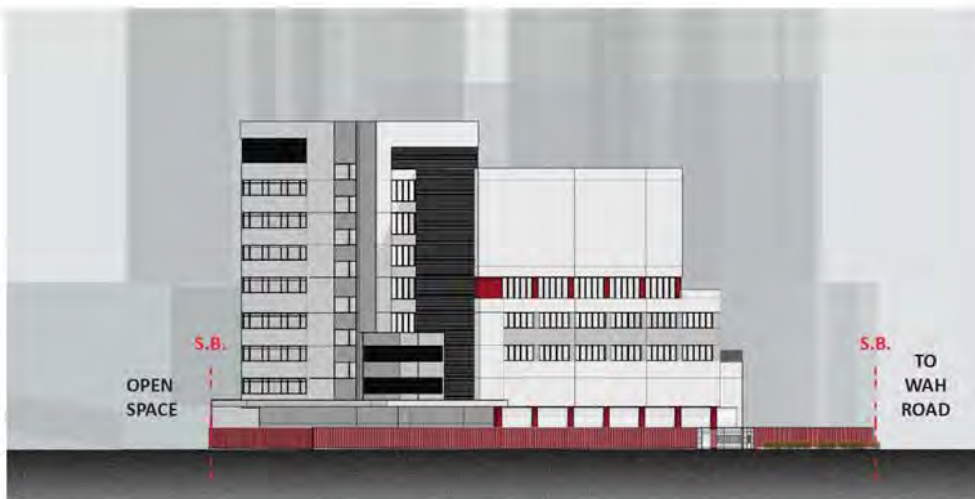




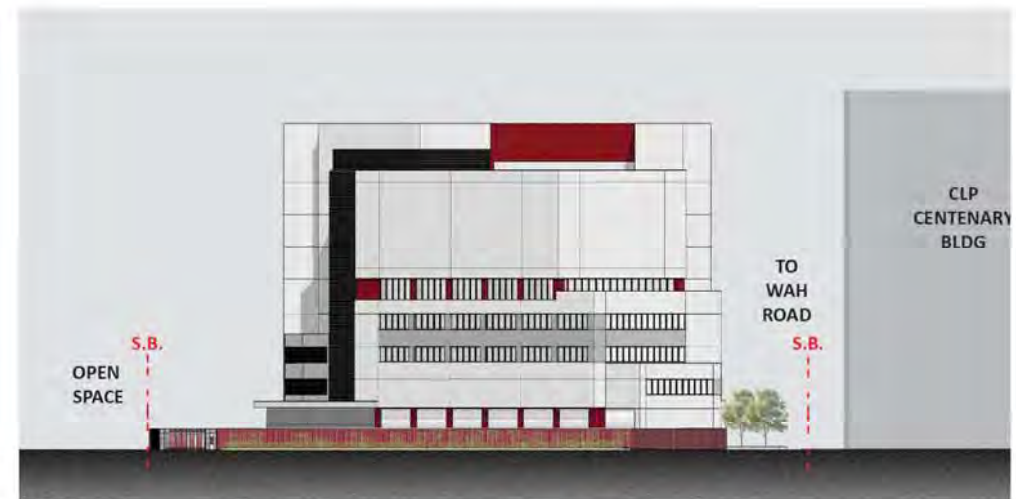
ELEVATION A
(ALONG TO WAH ROAD)



ELEVATION B
(FACING FUTURE OPEN SPACE)



ELEVATION C
(FACING APPLIANCE MANEUVERING AREA)



ELEVATION D
(FACING APPLIANCE MANEUVERING AREA)



END