

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

For discussion
on 12 January 2011

TFK/02/2011

Construction of a Two-storey Building for Harbour Patrol Section of Marine Department

PURPOSE

This paper seeks Members' views on the design of a two-storey building for the Harbour Patrol Section (HPS) of Marine Department (MD) at 30 Hoi Fai Road, Tai Kok Tsui.

BACKGROUND

*Site profile (See **Annexes 1, 2A and 2B**)*

2. The building site (i.e. GLA-K432), adjacent to the existing office building of the HPS (i.e. GLA-K331), was granted to MD by a permanent land allocation of the Lands Department. To the south of the existing site sits the New Yau Ma Tei Public Cargo Working Area. To the west is a water selling kiosk of the Water Supplies Department (i.e. GLA-K332). To the north is a Marine Refuse Collection Point (i.e. GLA-TK407).

Site development

3. MD plans to construct a two-storey building not exceeding 15 metres in height as a command centre and operational offices at the site to support its routine operations.

Consultation

4. MD has conducted consultation in accordance with the established procedures of land allocation and minor works projects. Internally, MD consulted the Transport and Housing Bureau (which is responsible for its housekeeping) as well as the Development Bureau, Planning Department, Lands Department, and other concerned departments. Externally, MD has

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conducted district consultation through the Yau Tsim Mong District Office. Targets of consultation included the District Council members of the concerned constituency, the relevant Area Committee and building management organization in the vicinity. The building management organization raised an objection which was withdrawn after explanation from MD.

5. MD also consulted the Sub-committee on Harbour Plan Review under the former Harbour-front Enhancement Committee (HEC) in May 2009. The Sub-committee asked the Project team to provide more information on land requirement and site selection as well as to explore feasible measures to enhance the harbourfront environment such as improving pedestrian footpath and landscaping the site.

NEED FOR DEVELOPMENT

6. The HPS conducts routine marine operations including, among other things, marine law enforcement, marine traffic regulation and the handling of marine accidents. The Government Property Agency worked out in August 2009 that the HPS should need at least 761 square metres of usable floor area to meet its daily operational needs. The existing usable floor area of the office building is merely 568 square metres, about 193 square metres short of what is actually needed. The new building would therefore alleviate the current shortage of working space of the HPS and enhance its harbour control capability.

SITE SELECTION

7. MD has duly consulted Government departments on ways to increase office space for the HPS, such as expansion of the existing office building and use of another piece of Government land or Government facilities belonging to other departments. However, the existing office building is unsuitable for expansion due to insufficient structural capacity and site constraint. No

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other Government land or facilities in the vicinity which could cater for the needs of the HPS to operate round the clock and round the year have been identified. The only option remaining is to develop a new building. Given the need for such development to be in close proximity with the existing HPS office building to enable the HPS to rationalize the use of office space and maintain its capability to mobilize efficiently and effectively, the subject site is the only one available and considered suitable.

8. As to whether a Government facility should be allocated a harbourfront site, the Administration will have to consider the operational needs (such as whether a harbourfront location is essential), the HEC's Harbour Planning Principles (HPPs) and Harbour Planning Guidelines (HPGs), the urban design guidelines for the planning of the waterfront under the Hong Kong Planning Standards and Guidelines, the planning intentions of the sites stipulated on the relevant statutory plans, and views of the Government departments and local community (including District Council members), and weigh alongside other relevant factors such as land use, visual impact and accessibility of the harbourfront areas.

9. For those Government facilities necessary to be located at the harbourfront (such as the subject HPS office), the impact on the public should be minimised as far as practicable while achieving harbourfront enhancement. For example, the proposed structures may be set back from the waterfront, pedestrian linkages to the waterfront may be provided; elements of harbourfront enhancement may be included in the design, such as facade beautification and landscaping works which complement the waterfront environment.

DESIGN (See Annexes 3A and 3B)

10. Due consideration has been given to the HPPs and HPGs in drawing up the proposed design:

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Adopting a lower development intensity

11. There is no plot ratio and site coverage restriction for the subject site under the Approved South West Kowloon Outline Zoning Plan No. S/K20/24 and the Engineering Conditions for Permanent Land Allocation (GLA-K432). Under the Buildings Ordinance, the permitted maximum plot ratio and site coverage for a two-storey building not exceeding 15 metres are 5 and 100% respectively. In the proposed development, however, a lower development intensity with plot ratio being less than 1 and site coverage being less than 60% is adopted.

Enhancing urban design and landscape

12. The proposed building is designed in a way to harmonize with the existing office building and the surrounding environment. It will not be higher than the existing office building. The proposed building facades are also designed to match with those of the existing building in order to achieve a congruent appearance. In order to soften the impacts of the building bulk to the surrounding environment, green roofing and vertical greening will be provided in the building.

Enhancing visual and air permeability

13. There are altogether three visual corridors at the ground level of the proposed building connecting Hoi Fai Road and the sea. Besides providing visual connection to the sea for pedestrians passing by, the visual corridors also allow space for sea breeze to flow to the inland area and enhance pedestrian comfort.

Enhancing accessibility to the harbourfront

14. At the moment, the waterfront adjoining the subject site is not accessible to the public. Nevertheless, a 1.6-metre setback along the common boundary of the subject building with the Marine Refuse Collection Point is allowed in the subject site to cater for potential pedestrian access to

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the waterfront. This setback area could be provided with external lighting to ensure that the potential passage will be safe and pleasant to walk along. On the side facing the waterfront, there will be another setback in order to make available a small open area at the waterfront.

Enhancing pedestrian environment

15. On the side of the subject building facing Hoi Fai Road, there will be a setback so that the pedestrian walkway could be widened. Shrubs will be planted and sun-shading devices will be incorporated into the building facades to enhance pedestrian comfort.

MITIGATING ENVIRONMENTAL IMPACTS DURING CONSTRUCTION

16. During construction, the performance of the contractor will be closely monitored to ensure that all statutory control requirements against air pollution, noise pollution, water pollution and land pollution will be complied with. Measures for reducing the generation of pollution where possible (e.g. using metal site hoardings and signboards, which can be recycled or reused in other projects; using bored piles instead of driven piles to reduce noise pollution) will be reviewed in the planning and design stage for implementation afterwards. In addition, the contractor will be required to reuse inert construction waste on site such as the use of excavated materials for filling within the site in order to minimize disposal to public fill reception facilities.

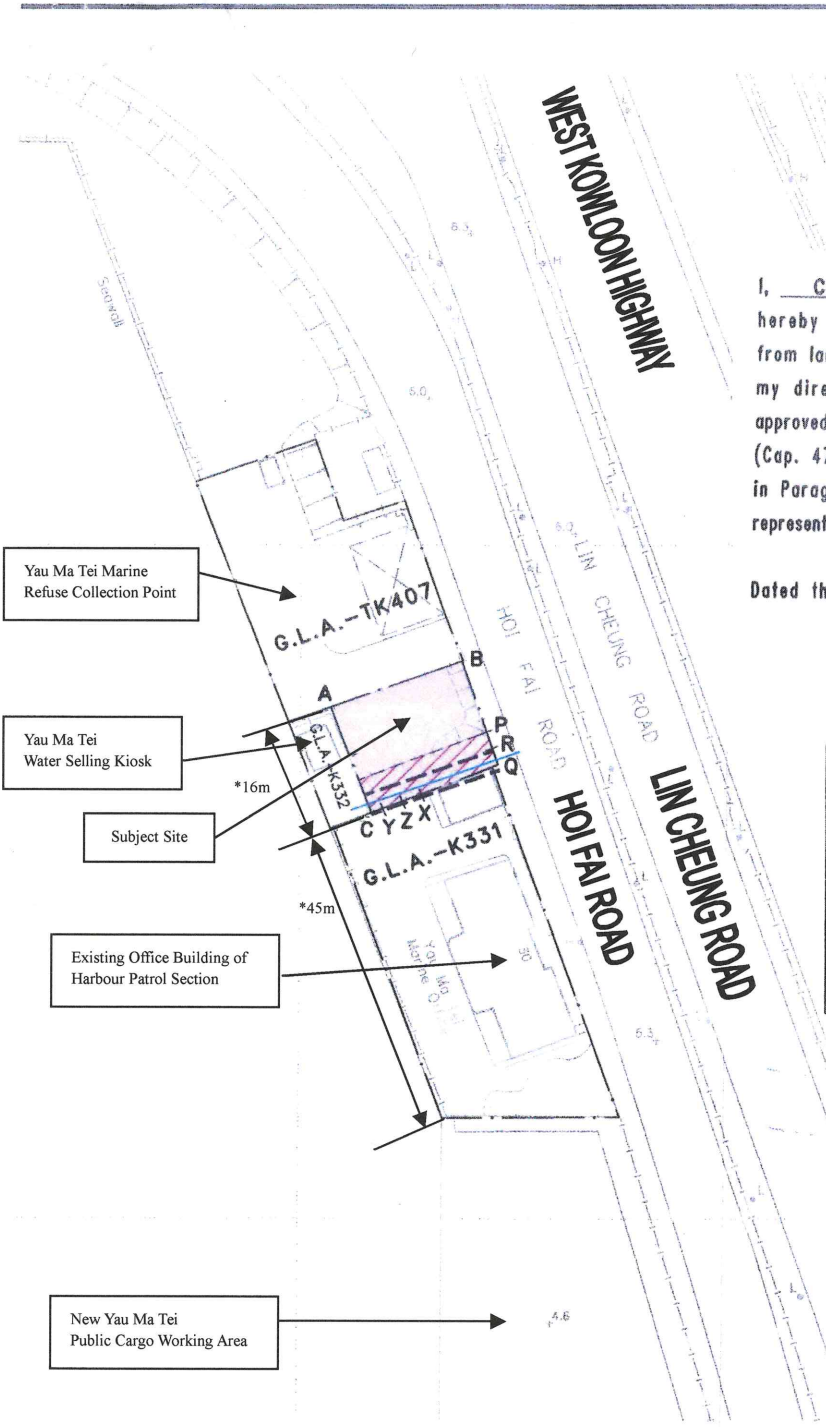
WAY FORWARD

17. Views of Members together with those of the Yau Tsim Mong District Council on the design will be taken into account in proceeding with the construction of the building.

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

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**Marine Department
Architectural Services Department
January 2011**



Point	CO-ORDINATES DATA (ORIGIN 1980 DATUM)	
	N	E
A	819675.939	834504.434
B	819682.804	834523.531
Q	819667.398	834528.992
C	819660.253	834510.492

I, CHEUNG YIU MING, Land Surveyor/ K3, hereby certify that this land boundary plan has been prepared from land boundary surveys that were carried out by me, or under my direct supervision, in conformity with the Code of Practice approved by the Land Survey Authority under the Land Survey Ordinance (Cap. 473), except the plan numbering and certifications as stated in Paragraphs 49(4), 49(5) and 49(6), and that this plan correctly represents that survey completed on the 19th day of May 2010.

Dated this 12th day of July 2010

Signed
Land Surveyor/ K3

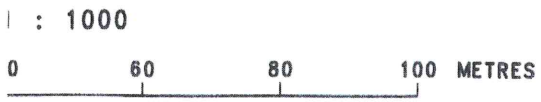
	DIM PLAN		
Field Book			
Comp.Folder	KL6166		
Svy.Officer	C.K.SUEN		
Tech.Officer	W.K.AU		
Date	MAY 2010		
Plan No.	KL6166-D		

P.Q.R }
X.Y.Z } ENGINEERING CONDITIONS REFER

WATERWORKS RESERVE

EXISTING FRESH WATER MAINS

HATCHED RED AREA 332.6 SQUARE METRES (ABOUT)



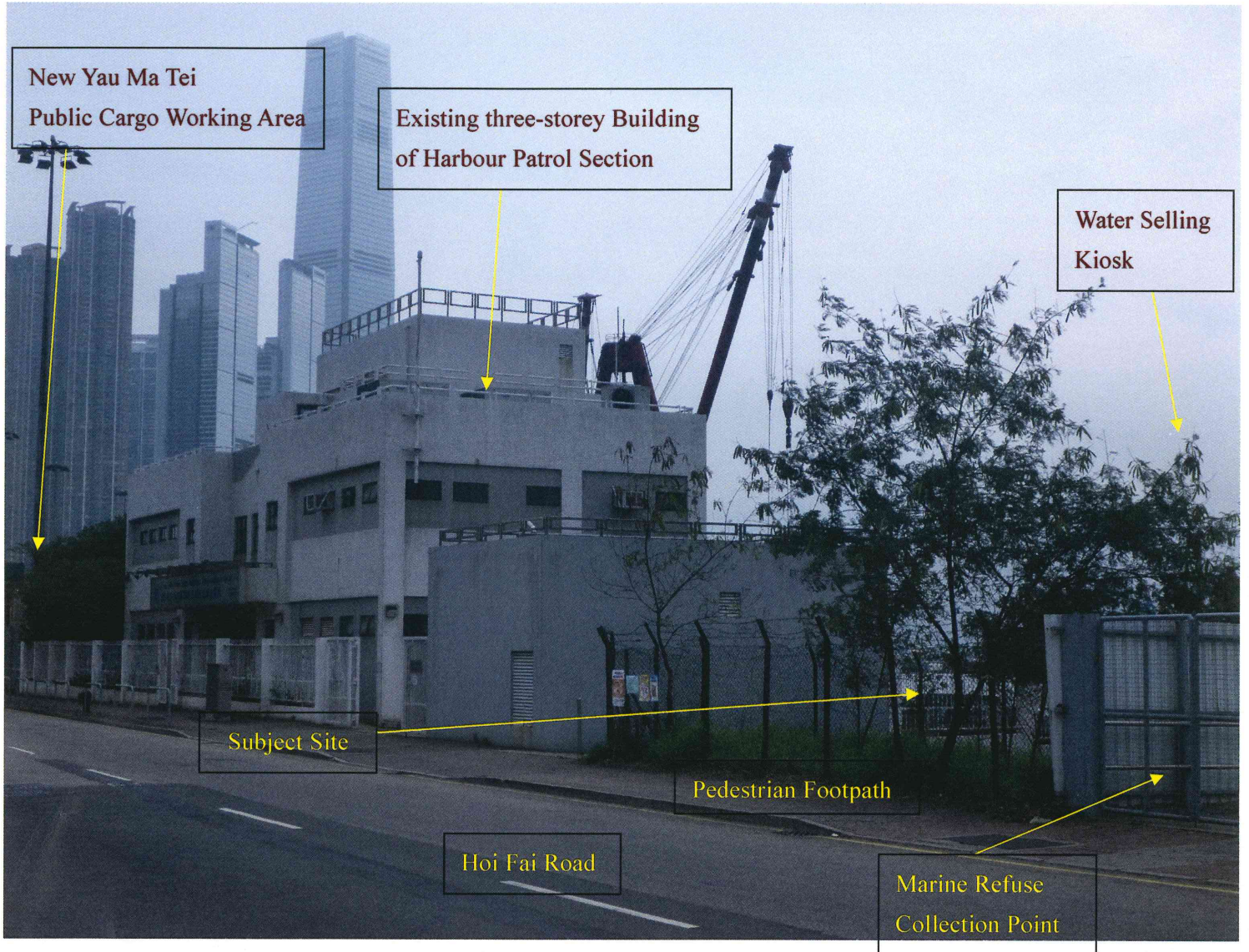
* Lengths of Seawalls are approximate figures only

LOCATION - K 432
DEPARTMENT

File No. DSO/K 027/2009, 1083/KGS/KW(P)
Survey Sheet No. 11-NW-19C
Layout Plan No.
Reference Plan No.
PLAN No. KL6166-D

Date : 12/07/2010

For illustrative purpose only



For illustrative
purpose only

由海港巡邏組鳥瞰一帶



Yau Ma Tei Water
Selling Kiosk

Yau Ma Tei
Marine Refuse Collection Point

Subject Site

Hoi Fai Road

Existing Building of
Harbour Patrol Section

For illustrative
purpose only

Front View (from Hoi Fai Road)



For illustrative purpose only

Rear View (from Sea)



For illustrative purpose only