

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/H24/29

<u>Applicant</u>	: Commerce and Economic Development Bureau represented by Ivanho Architect Limited
<u>Site</u>	: Junction of Lung Hop Street and Fenwick Pier Street, Wan Chai
<u>Site Area</u>	: About 4,156m ²
<u>Land Status</u>	: Government Land
<u>Plan</u>	: Approved Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/9
<u>Zonings</u>	: “Open Space” (“O”) (about 2,503m ² , i.e. 60.2%) Area shown as ‘Road’ (about 1,653m ² , i.e. 39.8%)
<u>Application</u>	: Proposed Government Use (Fire Station-cum-Ambulance Depot with Ancillary Facilities and Community Life Support Training Centre)

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed fire station-cum-ambulance depot with ancillary facilities and Community Life Support Training Centre (CLSTC) at the junction of Lung Hop Street and Fenwick Pier Street in Wan Chai (the Site), which is currently largely occupied by the vacated Fenwick Pier Building¹ (also known as Fleet Arcade). The Site falls within an area partly zoned “O” and partly shown as ‘Road’ on the approved Central District (Extension) OZP No. S/H24/9 (**Plan A-1**). According to the Notes of the OZP, ‘Government Use’ within the “O” zone and area shown as ‘Road’ requires planning permission from the Town Planning Board (the Board).
- 1.2 The application involves reprovisioning of the existing Kong Wan Fire Station (KWFS) at Harbour Road to the Site to facilitate the proposed Wan Chai North (WCN) Redevelopment² (**Plan A-1**). The proposed 11-storey building

¹ Fenwick Pier was built in 1970 and subsequently enlarged with extensions in 1973, 1986 and 1994. It has been listed as a new item (Item N162) pending grading assessment by the Antiquities Advisory Board (AAB). AAB decided on 10.9.2013 to defer the grading assessment of post-1970 buildings, including Fenwick Pier. No grading has been accorded by AAB.

² The Wan Chai North Redevelopment involves redevelopment of the three government towers (i.e. Immigration Tower, Revenue Tower and Wan Chai Tower) and the existing KWFS into convention and exhibition (C&E) facilities, hotel and grade A office as elaborated in paragraph 4 below.

(including one level of basement) will house a divisional fire station-cum-ambulance depot (including a 5-bay and 4-bay appliance room for fire engines and ambulances respectively, a drill yard with drill tower, ancillary offices, barracks, divisional training facilities and lecture hall), Fire Services Department (FSD)'s Hong Kong Regional Office, and Inter-departmental Command Post and FSD's High Command Post³. Apart from the above, a CLSTC providing a range of interactive training facilities, exhibition and experience areas associated with the new Community Emergency Preparedness Programme by FSD will also be accommodated within the proposed development. The general public may book their visits to the CLSTC through an online booking system. It is anticipated that a maximum of 100 to 120 participants could be catered for each session (about 10 sessions per week) and each group of visitors would be guided by designated staff.

- 1.3 The development parameters of the proposed development are summarised below.

Major Development Parameters	Proposed Development
Site Area	About 4,156m ²
Total Gross Floor Area (GFA)	About 14,130m ²
<ul style="list-style-type: none"> 9-bay Divisional Fire Station cum Fire Station-cum-Ambulance Depot with ancillary facilities CLSTC 	<p>About 9,385m²</p> <p>About 4,745m²</p>
Plot Ratio (PR)	About 3.4
Site Coverage (SC)	Not more than 60%
No. of Storeys	11 storeys (including 1 storey of basement)
Building Height (BH) in mPD	
<ul style="list-style-type: none"> Main Block 3-side open Drill Tower 	<p>About 63.32mPD (main roof level)</p> <p>About 61.77mPD</p>
Public Open Space (POS)	Not less than 800m ²
Car Parking Provision	
<ul style="list-style-type: none"> Private Car Parking Space Fire Engine Parking Bays Ambulance Parking Bays 	<p>29 (at basement)</p> <p>5 (at G/F)</p> <p>4 (at G/F)</p>
No. of Loading/unloading (L/UL) Bay	1 for heavy goods vehicle (at G/F)
Completion Year	2027 (anticipated)

- 1.4 The main uses by floor for the proposed development (**Drawings A-2 to A-14**) are summarised as follows:

Floor	Main Uses
B/F	Car Park
G/F	POS, Appliance Room (for fire engines and ambulances)

³ According to the submission, the Inter-departmental Command Post and FSD High Command Post are to cope with large-scale emergencies and major incidents/events at the HKCEC and nearby areas. The FSD Hong Kong Regional Office will be responsible for handling licence applications and for applicants to obtain advice on fire protection measures.

Floor	Main Uses
1/F	Station Commander's Office and E&M facilities
2/F	Lecture Hall and Barrack Room
3/F	Barrack Room, ancillary canteen and dining room
4/F	Divisional Fire Station cum Ambulance Depot Office and Regional Office
5/F	Training Facilities
6/F - 8/F	CLSTC, E&M at mezzanine floors
9/F	High Command Post with Inter-departmental Command Post, and roof garden

- 1.5 The design and layout of the proposed development has incorporated several mitigation measures to facilitate wind penetration, including placing the single-storey 4-bay ambulance appliance room fronting Fenwick Pier Street and setting back of the taller portion of the proposed development from Fenwick Pier Street and Lung Hop Street (about 14m and 2.9m from the lot boundary), provision of low-level void (ranging from 6.9m to 10.2m in height, and around 23.4m in width) at the northern portion of the development, and provision of POS and landscape area within the Site (**Drawing A-18**).
- 1.6 There are 12 existing trees within the site, of which two will be retained and the remaining 10 to be felled with compensatory planting provided at a ratio of 1:1 (**Drawing A-15**). The two retained trees will form part of the proposed POS (about 800m²) at the south-western corner of the Site. The proposed pet-inclusive POS will be equipped with barrier-free access facilities and will be open to public 24 hours daily. The Leisure and Cultural Services Department (LCSD) will be responsible for the future management and maintenance of the proposed POS. Rooftop greenery will also be provided on 9/F and R/F of the proposed development. According to the applicant, appropriate landscape treatments will also be adopted to soften the building façade and peripheral planting will be provided to minimise visual impacts and to enhance the walking experience along Fenwick Pier Street and Lung Hop Street towards the New Central Harbourfront.
- 1.7 The proposed development comprises 3 vehicular accesses via Fenwick Pier Street and Lung Hop Street (**Drawing A-16**). The vehicular access at Fenwick Pier Street (adjacent to Lung King Street) will serve as the entry for staff parking, fire engines and ambulances and exit of staff parking. Ambulances will exit through a dedicated run-out at Fenwick Pier Street, while fire engines will exit through another dedicated run-out at Lung Hop Street.
- 1.8 According to the submitted Heritage Evaluation Report, the Site is assessed to have some historic, contextual and social significance, but very low architectural significance. In order to mitigate the heritage impact arising from the demolition of the Fleet Arcade, measures including proper documentation (including photographic and 3D scanning) will be conducted for Fleet Arcade, and the historic fabrics or architectural elements preliminarily identified will be salvaged and preserved as far as possible. The details, including the possibility to display any of the salvaged items to interpret the history of Fenwick Pier, will be further studied and developed in the detailed design stage and further agreed with relevant bureaux/department(s) before implementation.

1.9 The layout and floor plans, section, landscape master plan, vehicular access arrangement, photomontages and perspective images of the proposed development are shown at **Drawings A-1 to A-16** and **A-19 to A-23**.

1.10 In support of the application, the applicant submitted the following documents:

- (a) Application form received on 4.4.2022 **(Appendix I)**
- (b) Supplementary Planning Statement (SPS) (including Tree Preservation and Landscape Proposal (TLP), Visual Impact Assessment (VIA), Traffic Impact Assessment (TIA), Preliminary Environmental Review (PER), Drainage and Sewerage Impact Assessments (D&SIA), Air Ventilation Assessment (AVA) and Heritage Evaluation Report) received on 4.4.2022 **(Appendix Ia)**
- (c) Supplementary information received on 8.4.2022 providing perspective images of the proposed development **(Appendix Ib)**
- (d) Further information (FI) received on 13.4.2022 providing revised floor plans and replacement page of SPS [^] **(Appendix Ic)**
- (e) FI received on 6.5.2022, 10.5.2022 and 12.5.2022 providing responses to departmental and public comments; revised PER, VIA, TIA and Heritage Evaluation Report; and revised pages of SPS [#] **(Appendix Id)**
- (f) FI received on 25.5.2022 providing a replacement page of SPS [^] **(Appendix Ie)**
- (g) FI received on 6.6.2022 providing responses to departmental and public comments, and replacement pages of updated TIA [^] **(Appendix If)**
- (h) FI received on 15.6.2022 and 16.6.2022 providing responses to departmental and public comments, and replacement pages of the updated TIA and PER, and the revised section plan and revised photomontage of the VIA [^] **(Appendix Ig)**

[^]*accepted and exempted from publication and recounting requirements*

[#]*accepted but not exempted from publication and recounting requirements*

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the SPS and FIs at **Appendices Ia, Ic, Id, If** and **Ig**. They are summarised as follows:

Tie in with WCN Redevelopment

- 2.1 The Government anticipates continued strong demand for C&E facilities in the long run. To strengthen Hong Kong's status as a premier C&E centre and provide more spaces for conventions and other events, the government plans to expand the existing Hong Kong Convention and Exhibition Centre (HKCEC). As part of the effort to support the C&E industry, the Government announced to redevelop the sites of the three government towers in WCN and the existing KWFS into C&E facilities, hotel and grade A office in the 2017 Policy Address, and reaffirmed its implementation in the 2020 Policy Address.
- 2.2 To facilitate the WCN Redevelopment, the existing KWFS at Harbour Road would need to be reprovisioned. In order to provide continued emergency fire protection services for the area, it is necessary to reprovision the new fire station in the vicinity of the existing KWFS. The existing KWFS at Harbour Road is not designed to accommodate standard ambulance facilities. In view of the ageing population and the rising demand for emergency ambulance services, an ambulance depot is proposed to be co-located with the reprovisioned fire station so as to ensure adequate provision of emergency ambulance service in the Central and Wan Chai areas.

Site Selection to meet the Operational Requirement

- 2.3 Provision of fire stations and ambulance depots is broadly guided by response time standards. In built-up areas, the target response time for fire services calls is 6 minutes or less, while that for emergency ambulance services is 12 minutes from the time of call to the arrival of an ambulance at scene. The nearest fire stations to WCN are Central Fire Station and Wan Chai Fire Station. Due to the distance of these two fire stations and the complex road network, fire appliances would take longer than 6 minutes to respond to calls in the WCN area, thereby falling short of FSD's performance pledge. Hence, reprovision of KWFS in the vicinity is required.
- 2.4 The applicant and FSD have explored available sites in the vicinity of the KWFS, taking into consideration of site requirements, operational needs and operational coverage. After detailed study, it is considered that the Site, which serves the similar service coverage as the existing KWFS, is the most ideal for the proposed fire station-cum-ambulance depot as it can help secure prompt service coverage and allow FSD to meet its target response time for fire and ambulance calls.
- 2.5 The Site fronts major roads (such as Gloucester Road) which permits fire engines and ambulances to quickly reach all parts of the vicinity and allows FSD to respond to major emergencies in other districts when required.

The Proposed CLSTC and Ancillary Facilities

- 2.6 The proposed development supports FSD's role in providing emergency preparedness education (應急知識教育) to the public. The proposed CLSTC, which is open to the public by appointment, will house the new Community Emergency Preparedness Programme and provide practical training and simulated emergency situations so that relevant knowledge and skills in relation

to community emergency preparedness could be widely promoted to the public including all students, and overseas visitors. The proposed CLSTC would be divided into 4 main areas, namely community life support area, counter-terrorist preparedness area, disaster preparedness area, and fire safety area.

- 2.7 The proposed development also provides necessary training facilities for frontline staff of FSD. The ancillary training facilities are required for the continuous professional development of FSD staff and play an important role in maintaining the operational efficiency and professionalism of FSD.

The Provision of Open Space

- 2.8 The proposed development occupies a relatively small portion (about 1,427m², or 7.49% in terms of built-over area) of the existing “O” zone. Despite the above, an at-grade POS of 800m² at the south-western corner of the Site will be provided with a view to improving and enhancing landscape and streetscape of the area. The proposed POS, including the retained trees (T007 and T009 on **Drawing A-15**), will be open to public 24 hours daily and will be maintained/managed by LCSD. The mature trees will be the centerpiece of the POS and enhance the walking experience by providing shading for pedestrians. The proposed enhancement of the Fenwick Pier Street pavement will further enhance the immediate environs of the Site. The proposed development will also help to shield the public spaces to the north from traffic noise from adjacent busy roads.
- 2.9 During the meeting of the Harbourfront Commission (HC)’s Task Force on Harbourfront Developments on Hong Kong Island (TFHK) on 7.9.2021, members acknowledged the need of reprovisioning the KWFS at the Site and supported the proposed development in principle. TFHK suggested the project proponent to critically consider releasing the south-western part of the Site for public use. The proposed development echoes with the comments from TFHK in designating the said part of the Site as POS. The area will be publicly accessible and will provide a conduit through which the public can pass to the waterfront. Suitable and appropriate landscape treatments will be adopted to soften the building façade. Building façade treatments will be carefully chosen at the detailed design and construction stage to ameliorate visual impacts as far as possible and to ensure compatibility with development within the environs of the Site.

Compatibility with the Surrounding Areas

- 2.10 The Site is located within a band of mid-rise buildings, including the Hong Kong Academy for Performing Arts (HKAPA) to its south. The proposed development is of a comparatively low BH and therefore will blend in with Hong Kong’s iconic harbourfront skyline and the surrounding developments. Every effort has been made to limit the overall massing and bulk of the development without compromising the functionality of the building. Besides, the proposed POS and new roadside planting along the Site will enhance the roadside environment and improve the walking experience to the waterfront.

Technical Aspects

- 2.11 Relevant technical assessments, including TIA, VIA, PER, D&SIA, AVA and Heritage Evaluation, have been conducted. The findings of the assessments revealed that the proposed development will not cause insurmountable impacts on landscape, visual, traffic, environment (including air quality, noise, water quality, waste management and land contamination), drainage and sewerage, air ventilation, and heritage aspects. Relevant legislation, standards, and guidelines were followed when carrying out the impact assessments.
- 2.12 The future contractor shall ensure that construction noise will not exceed the Environmental Protection Department's (EPD) construction noise standards. Adequate noise mitigation measures would be adopted as far as possible (**Appendix Ig**).
- 2.13 Regarding traffic during construction stage, the proposed temporary access arrangement for construction vehicles and assessment on construction traffic impact during demolition and construction stages would be submitted to relevant authorities for consideration.

3. Compliance with the "Owner's Consent/Notification" Requirements

As the Site involves Government land only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31) is not applicable to the application.

4. Background

- 4.1 The Government announced to build a new C&E venue of international standard in the proximity of the existing HKCEC in WCN in the 2017 Policy Address, which would involve the demolition of three government towers (i.e. Immigration Tower, Revenue Tower and Wan Chai Tower) and the adjacent KWFS at Harbour Road (i.e. WCN Redevelopment). The implementation of the WCN Redevelopment is reaffirmed in the Policy Address in 2020. The Government is taking forward various projects to gradually vacate the concerned government towers to make way for the WCN Redevelopment.
- 4.2 The existing KWFS at Harbour Road, with a 5-bay appliance room, was not designed to accommodate standard ambulance facilities. Upgrading and reprovisioning of KWFS is necessary to maintain the current level of emergency services and to cope with future needs arising from the completion of various large-scale infrastructural projects in WCN. The existing KWFS will continue to operate until the completion of the reprovisioned KWFS at the Site, and hence emergency services in the district will not be affected.

5. **Previous Application**

The south-eastern portion of the Site was the subject of a previous s.16 application (No. A/H24/23) for a proposed eating place, shop and services and private club, submitted by a different applicant (i.e. the Servicemen's Guides Association (SGA)) (**Plan A-1**). The application was approved with conditions by the Metro Planning Committee of the Board (the Committee) on 8.1.2016. The approved scheme had not been implemented and the planning permission lapsed on 8.1.2020.

6. **Similar Application**

There is no similar application for government use within the "O" zone and/or area shown as 'Road' on the OZP.

7. **The Site and its Surrounding Areas** (Plans A-1 to A-8)

7.1 The Site:

- (a) is largely occupied by Fenwick Pier Building (i.e. Fleet Arcade) which comprises a 4-storey building block (around 21.6mPD) and a single-storey building block (around 7.9mPD). It was previously operated by SGA under Short Term Tenancy (STT) No. NHX 440. The STT was terminated on 11.2.2022 and the premises has been vacated and handed back to the government;
- (b) is currently partly used as temporary works areas in relation to various government projects under various government land allocations; and
- (c) is traversed by the Shatin to Central Link (SCL) at the south-eastern corner. There are Drainage Reserves and sewage tunnels running along the western, eastern and southern boundaries of the Site.

7.2 The surrounding areas have the following characteristics (**Plan A-4**):

- (a) to the south across Fenwick Pier Street is HKAPA (about 7.2mPD to 58.5mPD);
- (b) to the immediate east is Lung King Street which will be closed permanently in future under the Wan Chai Development Phase II project. Lung King Street, as well as the adjacent vacant land zoned "Government, Institution or Community" ("G/IC") to the east of the Site, is reserved for the extension of HKAPA;
- (c) to the west across Lung Hop Road is a vacant land zoned "G/IC(2)" (to be up to 80mPD); and
- (d) to the south-west is CITIC Tower, Harcourt Road Fresh Water Pumping Station and Tamar Station Buildings.

8. Planning Intention

The planning intention of the “O” zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of the general public and visitors.

9. Comments from Relevant Government Departments/Bureau

9.1 The following government bureau/departments have been consulted and their views on the application and the public comments received are summarised as follows:

Harbour Planning

9.1.1 Comments of the Harbour Office, Development Bureau:

- (a) The reprovisioning of KWFS was presented to the 40th TFHK meeting on 7.9.2021 together with the proposed WCN Redevelopment, with a site visit held on 27.8.2021. One of the major comments received from Members was that the project proponent should open up and provide the south-western portion of the site for public use so as to improve pedestrian walking experience along Fenwick Pier Street to Wan Chai.
- (b) The proposed development is supported on the understanding that the project proponent undertakes to open up and provide the south-western portion of the site as POS.
- (c) During the circulation of the planning application to Members of the HC’s TFHK, a comment⁴ was received suggesting that a more comprehensive development approach under the government policy of “one site, multiple uses” should be adopted.

Land Administration

9.1.2 Comments of the District Lands Officer/Hong Kong East, Lands Department (DLO/HKE, LandsD):

- (a) The Site is unleased Government Land, most of which have been allocated to various departments for temporary works site/area whilst a small portion of the Site falls on public road/pavement. Short Term Tenancy (STT) No. NHX 440 granted to the Servicemen Guides Associations was terminated on 11.2.2022.
- (b) To implement the proposal, FSD has applied to his office for permanent government land allocation (PGLA) for the purpose of a fire station-cum-ambulance depot with departmental accommodations at the Site. It is noted that LCSD will take up the management of the proposed POS at the south-western corner of the

⁴ The same Member also separately submitted a public comment with similar content to the Board during the statutory publication period.

Site when the proposal is completed. The PGLA application is under processing by his office.

- (c) Other detailed comments are at **Appendix II**.

Traffic

9.1.3 Comments of the Commissioner for Transport (C for T):

- (a) No objection to the planning application.
- (b) In view that the Site adjoins and is in close proximity to a few busy and major routes, e.g. Fenwick Pier Street, Lung Wo Road, Gloucester Road, etc., the applicant should submit the proposed access arrangement for construction vehicles and assess the construction traffic impact with consideration of other known projects in the vicinity during demolition (if applicable) and construction stages. Construction traffic generated should preferably be limited to non-peak hours to minimise the adverse traffic impact.

9.1.4 Comments of the Chief Engineer/Railway Development 1-2, Railway Development Office, Highways Department (CE/RD1-2, RDO, HyD):

- (a) The Site falls within the railway influence area and administrative route protection boundary of the proposed North Island Line (NIL) promulgated under the Railway Development Strategy-2014 (RDS-2014). The Site also falls within the boundary of SCL.
- (b) No comment on planning application from the viewpoint of NIL and SCL projects.
- (c) Other detailed comments are at **Appendix II**.

Urban Design, Visual and Air Ventilation

9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual Aspect

- (a) The Site is surrounded by the existing HKAPA in the south (about 58.5mPD) and various proposed developments, namely the proposed HKAPA extension in the east (to be about 25mPD), the New Central Harbourfront in the north, and the “G/IC(2)” (to be up to 80mPD) and “G/IC(3)” zones (to be up to 130mPD) to the west and south-west respectively.
- (b) To better integrate with the adjoining planned developments, various design measures are proposed, including a 5m-setback from kerbside along Lung Hop Street for greenery and road-side planting, preservation of 2 existing mature trees at the south-western corner,

and provision of a 24-hour, pet inclusive POS with featured landscape at the south-western corner of the Site. The applicant claims that such streetscape enhancement measures will integrate with walking corridor and the New Central Harbourfront as well as enhance the pedestrian connectivity between Admiralty and WCN Promenade. Judging from the surrounding context and photomontages in the VIA, the proposed development of about 63.32mPD would generally not induce significant adverse visual impact to the surroundings.

Air Ventilation Aspect

- (c) According to AVA-Expert Evaluation conducted by the applicant, the annual prevailing wind is mainly the easterly wind while the summer prevailing winds are mainly southerly and south-southwesterly winds. The setback from the southern and western site boundaries of about 14m and 2.9m respectively can maximise easterly and southerly winds penetrating through the Site. POS at the southern portion and the centre of the Site and a low-level building void of 6.9m to 10.2m in the northern portion are proposed to facilitate the southerly and south-southwesterly winds. It is concluded that no significant air ventilation impacts to the surrounding brought by the proposed development is anticipated.

Environment

9.1.6 Comments of the Director of Environmental Protection (DEP):

- (a) No objection to the application from environmental planning point of view.
- (b) The project proponent / consultant is reminded to conduct further site walkover / re-appraisal in the later stage of the project once the inaccessible area(s) become accessible. The findings of the re-appraisal shall be documented appropriately, such as by Contamination Assessment Plan (CAP) to EPD for agreement prior to the commencement of site investigation works (if any).

Open Space Provision and Landscape

9.1.7 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) No comment on the application.
- (b) LCSD has agreed to take up the management/maintenance of the proposed POS and two retained trees.
- (c) LCSD does not have any implementation programme or planned works to be carried out at the “O” zone covering the Site in the near future. LCSD is not the sole implementation agent of all those lots/areas within the “O” zone.

9.1.8 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) No objection to the application from landscape planning perspective.
- (b) Based on aerial photo (**Plan A-3**) and with reference to Section 2.2 of SPS, the Site is situated in an area of civic urban waterfront landscape character surrounded by roads, existing GIC developments and clusters of trees. The Site is currently occupied by the Fleet Arcade. The proposal involves the development of an 11-storey building for fire station, which is considered not incompatible with the surrounding landscape character.
- (c) According to the submission, approximately 12 existing trees are found within the Site, of which 10 of common species are proposed to be removed. A tree of particular interest with diameter at breast height (DBH) of 2m (T009) and a mature mango tree (T007) are proposed to be retained. Furthermore, landscape mitigation measures including approximately 10 new tree plantings, shrub and lawn/groundcover plantings have been proposed within the Site. Significant adverse landscape impact arising from the application is not anticipated.
- (d) The applicant is advised that approval of the application does not imply approval of tree works, if any, such as pruning, transplanting and felling. Tree removal applications should be submitted direct to relevant authority(ies) for approval.

Fire Safety

9.1.9 Comments of the Director of Fire Services (D of FS):

- (a) No in-principle objection to the application subject to water supplies and fire service installations being provided to his satisfaction. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.
- (b) The Emergency Vehicular Access (EVA) provision in the proposed development shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administrated by Buildings Department (BD). Also the EVA provision of the nearby buildings shall not be affected by the proposed development.
- (c) Nevertheless, shall the proposed development affect any licensed premises in the area, such as petrol filling station or dangerous goods store, the applicant should make separate enquiry to FSD to ensure work feasibility.

Gas Safety

9.1.10 Comments of the Director of Electrical and Mechanical Services (DEMS):

No comment on the application from the gas safety aspect. Detailed comments are at **Appendix II**.

Water Supplies

9.1.11 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) No objection to the planning application.
- (b) It is noted that an existing DN800 water main is in close proximity to the proposed structure. The exact line and level of WSD's water mains should be established by hand dug trial pits on site to verify if there is any conflicts between the current design and the existing water main. The applicant is reminded that no development which requires re-siting of water mains will be allowed.

Heritage Conservation

9.1.12 Comments of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (AMO), DEVB:

- (a) No adverse comment in principle on the revised Heritage Evaluation Report (**Appendix Id**).
- (b) The applicant is required to provide a set of the photographic and 3D scanning records of Fenwick Pier to AMO for record purpose and other uses, such as research and education, with no cost to AMO.
- (c) Since the project proponent has agreed in principle to salvage items from the existing Fenwick Pier according to the Heritage Evaluation Report (**Appendix Id**), of which details, including treatment/mitigation measures for the proposed salvaged/preserved items, are to be developed in the detailed design stage and to be further agreed with AMO before implementation, he would further assess and provide comment on the Heritage Evaluation Report separately for further agreement with the project proponent.
- (d) Should the planning application be approved, an approval condition requiring the submission of 3D Scanning, photographic and cartographic records of the existing Fenwick Pier and the revised Heritage Evaluation Report and implementation of mitigation measures identified therein before commencement of works to the satisfaction of the Antiquities and Monuments Office or of the Board should be imposed.

9.2 The following departments has no objection to / no comment on the application:

- (a) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (b) Chief Highway Engineer/Hong Kong, HyD;
- (c) Chief Engineer/Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD);
- (d) Chief Building Surveyor/Hong Kong East & Heritage, BD;
- (e) Commissioner of Police;
- (f) Director of Food and Environmental Hygiene;
- (g) Director of Electrical and Mechanical Services;
- (h) District Officer (Wan Chai), Home Affairs Department; and
- (i) Project Manager (South), Civil Engineering and Development Department.

10. Public Comments Received During Statutory Publication Periods

On 12.4.2022 and 17.5.2022, the application and FI were published for public inspection. During the two statutory public inspection periods, a total of 4 public comments were received, including three objecting comments from two individuals and one comment from HKAPA raising concerns on the application (**Appendix III**). The major grounds of the objecting comments / concerns are summarised as follows:

- (a) the applicant should apply for rezoning application instead of s.16 planning permission under Town Planning Ordinance to avoid setting a precedent;
- (b) the proposed development is bulky and the floor area allocated for CLSTC is disproportionate;
- (c) the Site is located in a prominent location and should be designed to facilitate connection between the waterfront and surrounding developments. A more intense development under the government policy of 'one site, multiple uses' should be considered to better site utilisation;
- (d) as the proposed development is close to HKAPA performance venues, especially to the Amphitheatre which is highly noise sensitive, there are concerns on the potential construction and operational noise and additional traffic generated by the proposed development. Mitigation measures should be implemented; and
- (e) the design of the proposed development should be visually pleasing and should not affect HKAPA's LED display.

11. Planning Considerations and Assessments

11.1 The applicant seeks planning permission for a fire station-cum-ambulance depot at the Site to provide fire and ambulance services in the Wan Chai and Central North area. In order to better utilise the Site, opportunity is taken to co-locate some FSD offices and training facilities as well as establish a CLSTC at the Site to provide public education and training on community health and emergency preparedness. Under the current proposal, an at-grade POS of 800m² will be provided at the south-western corner of the Site (**Drawing A-15**). The applicant

also proposes various design measures to better integrate with the adjoining developments, including a 5m setback from the kerbside of Lung Hop Street, preservation of 2 existing mature trees at the south-western corner, as well as road-side planting.

Need for Reprovisioning and Upgrading of KWFS

- 11.2 As mentioned in paragraph 4 above, the Government announced in the 2017 Policy Address its plan to redevelop the sites of the three government towers and the existing KWFS in WCN into C&E facilities, hotel and Grade A office in order to consolidate the competitiveness of Hong Kong's C&E industry. The Government is taking forward various projects to gradually vacate the concerned government towers to make way for the WCN Redevelopment, which is targeted to be vacated in 2026 for redevelopment. To take forward the project, the existing KWFS would need to be decommissioned and relocated. To avoid delay to the implementation of the WCN Redevelopment and to maintain FSD's current operational efficiency in the WCN area and meet future emergency service needs, timely reprovisioning and upgrading of the existing KWFS is necessary.
- 11.3 To tie in with FSD's strategies, it is proposed to set up a CLSTC at the Site which will feature settings simulating different emergency situations and scenarios for on-site training and education exhibits to raise public awareness on emergency preparedness in a holistic manner. The proposed CLSTC is essential in supporting FSD's work in promoting the concept of emergency preparedness and enhancing public's capability in responding to disasters and emergencies. The co-location of the CLSTC and the fire station-cum-ambulance depot has merit of optimising the utilisation of scarce land resources.

Site Selection

- 11.4 According to the Hong Kong Planning Standards and Guidelines (HKPSG), the provision of fire station should be based on a graded response time determined by a fire risk category system. According to FSD, the current response time for building fire calls in built-up areas and emergency ambulance services are 6 and 12 minutes respectively. According to the applicant, the site for relocation has to be of reasonable proximity to the existing KWFS so that it can secure prompt service coverage for the area between the nearest fire stations in WCN (i.e. Central Fire Station and Wan Chai Fire Station) and be able to accommodate the essential facilities proposed by FSD for meeting future emergency needs. The Site is found to be the only available site which is suitable for the proposed fire station-cum-ambulance depot and could meet the various technical and operational requirements of FSD as well as external traffic requirements. Other sites in the vicinity are either occupied by existing developments or reserved for other uses, such as the HKAPA extension and Wan Chai North Harbourfront (**Plan A-4**), and hence not available for the proposed development.

Planning Intention

- 11.5 The Site is partly zoned "O" and shown as 'Road' on the OZP. According to DLCS, there is no implementation programme or planned works to be carried out at the concerned "O" zone in the near future. Despite the proposed development would lead to a loss in area of "O" zone, the proposed development will provide

about 800m² publicly accessible open space and will facilitate the early provision of open space serving the public. While there is a loss in areas of planned open space area, in accordance with the HKPSG's requirements, there is no deficit in planned open space provision in the OZP area and the Wan Chai District as a whole even if the Site is developed for the GIC use. C for T advises that the Government does not have any programme to widen the concerned portions of the existing Lung Hop Street and Fenwick Pier Street within the Site. Hence, the permanent encroachment of the Site into area shown as 'Road' would not affect the general road network of the area.

Land Use Compatibility and Visual Aspect

- 11.6 The Site is surrounded by various GIC facilities, including the existing HKAPA in the south (about 58.5mPD) and various proposed developments, namely the proposed HKAPA extension in the east (to be about 25mPD), the New Central Harbourfront in the north and two "G/IC" sites to the west and south-west with BH restriction up to 80mPD and 130mPD respectively. The proposed development is considered not incompatible with the surrounding land uses which are mainly GIC developments.
- 11.7 The proposed development involves construction of an 11-storey building with a BH of 63.32mPD. According to the applicant, a high headroom of 7.8m would be required to accommodate the CLSTC and FSD training facilities in order to set up the simulated emergency situations. In order to minimise the overall massing and bulk of the development without compromising the functionality of the building, a split level arrangement has been adopted as far as possible to accommodate the required floor area. According to the VIA, the stepped BH profile and a clear view from Tsim Sha Tsui Promenade towards the New Central Harbourfront would be maintained (**Drawing A-21**). To better integrate the proposed development with the surroundings, the applicant proposes to incorporate various design measures, including a 5m-setback from the kerbside of Lung Hop Street and road-side planting (**Drawing A-17**). This design measure together with the provision of POS with appropriate landscape treatments could further improve the connectivity from inland to waterfront. With regards to the visual impacts of the proposal, judging from the submitted photomontages in the revised VIA (**Appendix Id**), CTP/UD&L of PlanD considers that the proposed development would generally not induce significant adverse visual impact to the surroundings. CA/CMD2, ArchSD also has no adverse comment on the application from visual point of view.

Technical Considerations

- 11.8 Various technical assessments conducted by the applicant have demonstrated that the proposed development would not induce adverse impacts on traffic, environmental, drainage, water supplies, landscape, air ventilation and heritage conservation aspects. Relevant departments, including C for T, DEP, CE/HK&I of DSD, CE/C of WSD, CTP/UD&L of PlanD and AMO of DEVB have no adverse comment on the application.
- 11.9 Regarding potential noise impact during operational and construction stages, the applicant indicates that mitigation measures would be adopted to minimise the potential impact and disturbances to nearby facilities, such as erection of noise

barriers, lowering the volume of fire station's broadcasting system and wig-wag signals during night time and adjusting the sound level of fire engine/ambulance sirens according to prevailing traffic condition. Construction noise arising from the proposed development would also need to be in compliance with EPD's construction noise standards.

Public Consultation

- 11.10 The applicant consulted TFHK on the development proposal at the meeting on 7.9.2021. Whilst TFHK acknowledged the reprovisioning need of KWFS and supported the proposed development, the TFHK suggested to consider releasing the south-western part of the Site to provide an open space for public use and widening the passageway to improve pedestrian walking experience along Fenwick Pier Street. The current proposal, which involves provision of POS at the south-western corner of the Site for public enjoyment and setting back of the proposed development along Lung Hop Street and enhancing the pavement at Fenwick Pier Street, has taken into consideration the concerns of TFHK.
- 11.11 Regarding the adverse public comments, the planning assessment above and departmental comments in paragraph 9 are relevant. Regarding the comment on whether the proposed development should proceed by way of rezoning instead, it should be noted that there is provision for "Government Use" within "O" zone and area shown as 'Road' through planning application under s.16 of the Town Planning Ordinance. As for the comment suggesting a more intense development at the Site to accommodate multiple uses, it should be noted that further intensification would further increase the building bulk of the proposed development and hence may not be desirable from the visual impact point of view. Also, the applicant indicates that inclusion of other uses within the Site would be undesirable as it may not align with the daily operation of the fire station cum ambulance depot and may in turn undermine the efficiency of emergency rescue operations and delivery of emergency ambulance services.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10 above, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 24.6.2026, and after the said date, the permission shall cease to have effect unless, before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) The design and provision of not less than 800m² at-grade public open space to the satisfaction of the Director of Leisure and Cultural Services or of the Board; and

- (b) the submission of 3D Scanning, photographic and cartographic records of the existing Fenwick Pier and the revised Heritage Evaluation Report and implementation of mitigation measures identified therein before commencement of works to the satisfaction of the Antiquities and Monuments Office or of the Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed development is not in line with the planning intention of the "O" zone. The approval of the application would result in a loss of open space in the area and affect the open space provision.

13. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 12.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application form received on 4.4.2022
Appendix Ia	SPS
Appendix Ib	Supplementary Information received on 8.4.2021
Appendix Ic	FI received on 13.4.2022
Appendix Id	FI received on 6.5.2022, 10.5.2022 and 12.5.2022
Appendix Ie	FI received on 25.5.2022
Appendix If	FI received on 6.6.2022
Appendix Ig	FI received on 15.6.2022 and 16.6.2022
Appendix II	Detailed Comments of Government Departments
Appendix III	Public Comments
Appendix IV	Recommended Advisory Clauses
Drawing A-1	Layout Plan
Drawings A-2 to A-14	Floor Plans and Section
Drawing A-15	Landscape Master Plan
Drawing A-16	Vehicular Access Arrangement
Drawing A-17	Visual Mitigation Measures

Drawing A-18	Air Ventilation Mitigation Measures
Drawings A-19 to A-21	Photomontages
Drawings A-22 and A-23	Perspectives
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Existing and planned developments in the surrounding areas
Plans A-5 to A-7	Site Photos
Plan A-8	Photo of Existing KWFS

**PLANNING DEPARTMENT
JUNE 2022**