Planning Brief for the Development of Former Marine Police Headquarters Site, Tsim Sha Tsui

1. PURPOSE OF THE PLANNING BRIEF

The purpose of this Planning Brief is to set out the planning parameters and development requirements for the comprehensive development of the former Marine Police Headquarters Site in Tsim Sha Tsui (termed “the site” hereafter).

2. THE SITE & ITS SURROUNDING AREA (FIGURE A)

2.1 The site, with an area of approximately 1.1 ha, is located in the south-western part of Tsim Sha Tsui. It is bounded by Kowloon Park Drive, Salisbury Road, Canton Road and abuts the commercial site at No. 1 Peking Road. It is zoned “Comprehensive Development Area” (“CDA”) under the Notes of the draft Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/12. According to the Notes of the OZP, any development on the site would require the submission of a Master Layout Plan to the Town Planning Board for approval.

2.2 The majority of the site sits on an elevated platform at a level of 14mPD while its south-eastern part is located at-grade at 4 mPD. Within the site boundary there are a number of one to three-storey buildings/structures (like the Main Building of Former Marine Police headquarters), with a total gross floor area of about 4,500m². Underneath the platform are some disjointed tunnels/chambers, part of which have been backfilled. Since the relocation of the Marine Police in late 1996, the site has been vastly vacant. The majority of the site is a declared monument. A possible underground railway (namely the Kowloon Southern Link) traverses the site.

2.3 The site is surrounded by a tourist and cultural environment. To the east, west and north of the site is a commercial area, which comprises hotels, shopping malls and retail outlets. To the south, an agglomeration of cultural facilities including the Hong Kong Cultural Centre is located.
3. PLANNING REQUIREMENTS AND DEVELOPMENT PRINCIPLES

Planning Intention and Planning Parameters

3.1 The site is intended for comprehensive conservation and development. The main purpose is to preserve the historical setting of the site and at the same time to create an activity hub for local residents and overseas visitors.

3.2 The site will be mainly for commercial use with a maximum gross floor area of 6,350m².

3.3 The following accommodation (excluding internal fittings) should also be provided by the prospective developer within the site:

   a) a Chinese Cuisine Promotion Centre of 2,350m² to be operated and managed by the Vocational Training Council. Not more than 1% of the area so dedicated should be outdoor space.

   b) a time museum of 250m² (comprising the existing Signal Tower and its adjacent outdoor area). In particular a time ball to be installed back to the Signal Tower. The museum will be operated and managed by the Leisure and Cultural Services Department and technical assistance will be provided by the Hong Kong Observatory.

3.4 Open space should be provided as much as possible. At least 1,000m² of open space should be provided, maintained and managed by the prospective developer of the site and be open to the public at all times.

Development Principles

3.5 The following development principles should be observed for the site:

   a) Integrity of the historical buildings/structures on site should be preserved.

   b) To respect the integrity of the historical setting of the monument, the existing platform level should be maintained and no permanent additional structure on platform is allowed.

   c) The open space character of the site and “urban forest” ambience fringing the platform should be maintained.

   d) Space under the platform level should be fully utilised, taking into consideration such constraints as the possible railway reserve and underground tunnel(s)/chamber(s).

   e) Design of the development should aim to enhance both street-level and platform-level activities.

   f) Pedestrian accessibility of the site and its connection to the surrounding area should be enhanced.
4. HERITAGE CONSERVATION ASPECT

4.1 The majority of the site is a declared monument (Figure A) and application for a permit from the Secretary for Home Affairs (SHA) is required. According to the Antiquities and Monuments Ordinance, no person shall excavate, carry on building or other works, plant or fell trees etc. on or in a monument except in accordance with a permit granted by the Secretary.

4.2 The following historical buildings and structures within the monument should be preserved: the Main Building of Former Marine Police Headquarters, the Stable Block, the Signal Tower, the Flag Post and the Quarters of the Former Fire Station. Furthermore the Main Building of the Former Fire Station (which is a Grade III building) should also be preserved. The existing Welfare Handicrafts Shop may be removed for overall design purposes. However the prospective developer should liaise with Antiquities and Monuments Office for the possible reprovisioning/relocation of the subject building if it has to be removed. As a general principle, no permanent additional structures/buildings should be allowed on the platform to respect the integrity of the historical setting of the monument. Where such structures are technically unavoidable, permission from SHA has to be obtained.

4.3 Alterations and additions to the facades and exterior elements for the monument category buildings are not encouraged and would require approval from SHA. While all historical artefacts within those buildings (Annex I) are to be preserved, alterations and additions to the internal partitions proved necessary for accommodating the planned uses may be allowed with permission from SHA. Any works that may adversely affect the stability of the historical buildings and structures will not be allowed.

4.4 Partial preservation of the underground tunnel(s)/chamber(s) is encouraged. As least 50m² of the underground tunnels should be preserved and open for public appreciation. More extensive preservation and wise use at the extent as far as possible are welcome. Moreover, photographic and cartographic recording of the tunnels and salvaging of the historical construction material of the tunnels are desirable.

4.5 An independent report covering the following aspects should be provided:

a) A statement on how the proposed scheme can enhance the cultural and heritage significance of the site.

b) A development schedule listing out and describing the proposed uses and their distribution.

c) A set of plans showing the general layout (including floor plan) of the proposed scheme with detailed drawings on the elevations, landscape arrangement and description on the materials, colour and texture.

d) A set of plans showing the proposed alterations and additions to the buildings. Plans indicating the electrical and mechanical, utilities and
fire services provisions which may alter the existing conditions and
design of the buildings.

e) A statement accompanied with drawings describing the tunnel
preservation proposal.

f) A statement accompanied with drawings describing the construction
method and its potential impact on the monument.

SHA and Antiquate Advisory Board (AAB) would provide input, where
necessary, as far as preservation proposal and proposed alterations and
additions works are concerned

5. URBAN DESIGN AND LANDSCAPE FRAMEWORK

Urban Design Principles

5.1 In addition to its historical value, the site is also located at a vital urban
setting demanding a thoughtful urban design framework for its
redevelopment. Thus, the future development of the site must incorporate
the following design principles to reinforce its physical significance at the
tip of the Kowloon Peninsula:

a) To improve the urban design elements, namely views, heritage
treatment, open space, development edges, activity nodes, access and
linkages.

b) To preserve and expose the colonial architectural characters of the
historical buildings and the overall setting.

c) To preserve the urban forest and public open space quality created by
the mature tree clusters in the periphery of the site.

d) To reveal this currently mystifying historical treasure to the local
public and tourists.

e) To take advantage of the site topography to furnish itself as both a
locus to attract attention and a setting to appreciate the surrounding.

f) To reform the site to accommodate anticipated physical changes in the
context to form a congruent urban framework.

5.2 To uphold these design principles, a set of design guidelines have been
formulated for the future development of this historical site and is
included in Annex II. In addition to these requirements, a conceptual
Master Layout Plan, a conceptual Master Landscape Plan and other
recommendations on design aspects of the future development are
included in Chapter 5 of the main report.
Landscape Design Principles

5.3 The following landscape design guidelines are included to assure the landscape quality of the future development of the site. Additional design recommendations in this aspect are attached to the conceptual master landscape plan for reference in the main text and in Chapter 5 of the main report.

a) The future development must enhance the existing landscape characteristics by preserving as many of the mature tree clusters as possible. The few large mature trees at the corner of Canton Road and Salisbury Road must be preserved in any event for their landscape value.

b) Where existing tree clusters cannot be preserved due to necessary site work, new tree plantings in clusters must be replanted with selected species of fast growth rate to maintain the current ambience.

c) At the platform level, more trees should be planted to enliven the original colonial setting of the place.

d) Existing slopes must be reinforced and be properly landscaped to enhance the streetscape of the edges of the site.

e) Any new retaining wall/structures should be properly landscaped to preserve the ambience of the site and to minimise adverse visual impact on the surrounding area.

6. TRAFFIC AND TRANSPORT ASPECT

6.1 On-site parking is not encouraged taking into consideration the site constraint. Loading/unloading spaces should be provided at the rate of one space for every 800m$^2$-1200m$^2$ gross floor area for commercial use and for the Chinese Cuisine Promotion Centre. Should hotel use be proposed, the corresponding loading/unloading spaces and lay-bys for coaches and taxis/cars should be provided according to the Hong Kong Planning Standards and Guidelines. Provision of lay-bys for taxi/private car/coach is encouraged.

6.2 Vehicular access to the site should be restricted to the eastern side of the site connecting Kowloon Park Drive. The platform level should be vehicle-free, except for any necessary emergency vehicular access. Necessary emergency vehicular access should be provided to the development to the satisfaction of Director of Fire Services.

6.3 The pavements on which the site abuts along Canton Road, Salisbury Road and Kowloon Park Drive should be widened to 4 metres, 5 metres and 4 metres respectively. The widened pavements should be constructed to the satisfaction of Director of Highways.
6.4 If the existing bus-bay next to the site at Canton Road is affected by the development, the prospective developer should liaise with Transport Department for its reprovisioning.

6.5 Allowance for pedestrian connections should be made for possible linkages with Hong Kong Hotel, Star House, the commercial site at 1 Peking Road, the existing subway across Kowloon Park Drive, the subways under construction at the junctions of Kowloon Park Drive/Salisbury Road and Kowloon Park Drive/Peking Road, the proposed KCRC East Rail Extension Middle Road Subway and the waterfront promenade/Star Ferry pier across Salisbury Road.

7. ENVIRONMENTAL ASPECT

The development will be a Designated Project under the Environmental Impact Assessment (EIA) Ordinance, if there are major works within the Marine Police headquarters and its compound and/or the tunnels under the platform are affected. The prospective developer is required to apply for an EIA Study Brief, conduct an EIA Study and obtain an environmental permit prior to the construction of the development.

8. GEOTECHNICAL AND ENGINEERING ASPECT

8.1 Various sections of the site contain registered slopes and retaining walls. These features should be investigated and stabilised where necessary as part of the development.

8.2 New development at the site should be restricted to above 4 mPD to avoid affecting the possible Kowloon Southern Link. Structural elements, such as foundations, floor slabs and utilities are allowed below 4 mPD, but should be restricted to above -0.6m PD on the railway reserve as shown in Figure B, and should comply with the requirements of the relevant government departments. Development below 4mPD to provide for off-site pedestrian connection to the north-east of the site is allowed. Underneath the platform are some disjointed tunnels/chambers. Part of them will require preservation and stabilisation works. Further investigations of their conditions are required.

8.3 The existing historical buildings/structures should be stabilised where necessary after investigation as part of the development. Development at the site should avoid affecting the stability of these buildings/structures. As such any development under the platform level should be at least 6m from the Main Building.

8.4 The design for new utility systems and any diversions of or new connections to existing systems should be agreed with the relevant works departments and in consultation with the concerned public utility organisations.
9. IMPLEMENTATION (IMPLEMENTATION PROGRAMME FOR ILLUSTRATION)

An implementation programme is required to indicate the timing and phasing of the proposed development. A conceptual programme is provided in Figure C for reference.

10. MASTER LAYOUT PLAN SUBMISSION

10.1 The site is zoned “CDA”. Hence according to the Town Planning Ordinance, an applicant for permission for any development shall prepare a Master Layout Plan for the approval of the Town Planning Board.

10.2 Apart from the information as required under the Notes of the “CDA” zone of the OZP (Annex III), the following information should be included in the Master Layout Plan submission:

a) a Visual Impact Assessment;

b) a comprehensive tree survey identifying their exact locations, species, conditions and individual tree dimensions;

c) an Environmental Assessment report;

d) an urban design assessment with photomontages;

e) a detailed geotechnical assessment of the effects of the proposed development on existing slopes/retaining walls/building structures etc., and

f) a sewerage and drainage impact assessment.
Legend
- Site Boundary
- Boundary of The Declared Monument
- Area for Pavement Widening

Buildings / Structures to be Retained
1. Main Building
2. Stable Block
3. Signal Tower (Round House)
4. Flag Post
5. Accommodation Block of The Former Fire Station
6. Main Building of The Former Fire Station (Grade III)
7. Welfare Handicrafts Shop
Study on Development Opportunities of
the Former Marine Police Headquarters Site in Tsim Sha Tsui

The Kowloon Southern Link Railway Alignment
(Extracted from Kowloon Southern Loop Canton Road Alignment Pre-Feasibility Study)
## Preliminary Implementation Programme

<table>
<thead>
<tr>
<th>Item</th>
<th>Duration (Month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Preparation of Tender Document by Government</td>
<td>7.5</td>
</tr>
<tr>
<td>2) Tender Submission &amp; Consideration</td>
<td>7*</td>
</tr>
<tr>
<td>3) Preliminary Design</td>
<td>2</td>
</tr>
<tr>
<td>4) Statutory Submission</td>
<td>8.5**</td>
</tr>
<tr>
<td>5) Ground Investigation, Detail Design &amp; Building Plan Submission</td>
<td>9</td>
</tr>
<tr>
<td>6) Geotechnical &amp; Construction Works</td>
<td>27</td>
</tr>
<tr>
<td>Total</td>
<td>61</td>
</tr>
</tbody>
</table>

* including 3 months for AAB consideration and for SHA to grant permit under Antiquities and Monuments Ordinance

** 7.5 months for application under EIAO, 2 months for planning application under TPO, no time limit for consideration of application under AMO
The external walls of the monuments which have significant architectural details such as balcony, verandah, chimney, eaves and parapet are to be conserved.

Other significant artifacts not shown on the attached Marine Police building plans:
These artefacts listed below except for the gas lamps and flushing toilets are not shown on the attached plans because they are commonly found throughout the main building and are part of the structure.

1. 3 gas lamps near Signal Tower ★
2. Vernacular Chinese roof tiling construction
3. Details on parapet
4. Downspipe cap.
5. Verandah rail type 1
6. Verandah rail type 2
7. Verandah rail type 3
8. Original doors with shutter mechanism
9. Iron balcony (located on east side of first floor)
10. Chimney tops (refer to photo no. 6 in this section)
11. Flushing Toilet (located on the first floor of the Stable block).
Ground floor plan showing the location of the sub-basement

1. Opening leading to underfloor maintenance space
2. Ornate grill (★)

Staircase located here to the ground level.
1. Cast iron staircase rail
2. Former Chimney with blocked flue (depression on brick wall)
3. Former Chimney with blocked flue (depression on brick wall)
4. Cast iron staircase rail
5. Beam with decorative detail
6. ‘Lookout’ security window
7. Masonry stair with timber rail (white balustrade and brown handrail)
8. Set of arches
9. All timber staircase (dark wood on rail, treads, risers)
11. Fireplace 1: grey marble surround.
12. Floor grill (cover for rainwater drainage channel on verandah)
13. Suspended ceiling grills (located in many parts of the building)
14. Trapdoor into underfloor maintenance space (depth around 3 1/2 feet)
15. Trapdoor into underfloor maintenance space.
16. Fireplace 2 (possibly damaged because the edge of a partition wall was erected on it. No photo included)
17. Original opening (Currently blocked. The wall could be renovated to reinstate the opening)
18. Rainwater pipe cap (others located in various part of the building need to be preserved)
19. Hook on ceiling +
20. Set of arches
21. Fireplace 3 (black cast iron semi-circular top half, timber surround)
22. Original door (Currently blocked. Photo not included. The wall could be renovated to reinstate the original doorway)
23. Masonry stair with timber rail (white balustrade and brown handrail).
24. Ornate ceramic grill (possibly not original)
25. Cells
26. Door knob on an original door (Door knobs of this type found in other location within the premises are to be preserved)
27. Original water tank underneath courtyard. (photo not included. Details such as size and depth are unknown)
28. Ornate grill on sub-basement opening (shown on ground floor plan as greyscale highlights. Located along the perimeter wall of the south façade, towers and south edge of the courtyard)
1. Cast iron rail
2. Chimney flue
3. Exposed ceiling (terracotta tiling construction)
4. Cast iron rail
5. Fireplace 4 (black cast iron with white timber surround)
6. Fireplace 5 (black cast iron with white timber surround)
7. Exposed ceiling (terracotta tiling construction)
8. Stair with timber balustrade (brown handrail)
9. Fireplace 6 (black cast iron with white timber surround)
10. Fireplace 7 (red brick surround)
11. Original door (photo not available. Currently blocked. Wall could be renovated to reinstate the original opening)
12. All timber staircase (dark wood)
13. Doorway plaque: “The Mariner’s Rest” (Possible later addition?)
14. Fireplace 8 (red brick surround)
15. Original doorway (photo not available. Currently blocked. Wall could be renovated to reinstate the original opening)
16. Set of arches
17. Fireplace 9 (black cast iron with olive green tile and dark timber surround)
18. Timber balustrade staircase

Note:

* Pigeons have historical significance to the Marine Police. They were used as signal messengers. The existing pigeons are descendents of these signal pigeons. Refer to the Urban Design Guideline on the preservation of the descendents of the signal pigeons and the houses.

19. Arch
20. 1940s switch
21. Fireplace 10 (black cast iron with olive green tile and dark timber surround)
22. Fireplace 11 (black cast iron with olive green tile and dark timber surround)
23. Fireplace 12 (black cast iron with dark green tile and white timber surround)
24. Timber staircase (balustrade painted white)
25. Set of arches
26. Timber staircase (brown painted handrail)
27. Fireplace 13 (black cast iron with light yellow tile and white timber surround)
28. Fireplace 14 (cast iron with brown tile and timber surround)
29. Fireplace 15 (currently blocked up with wood. Fireplace to be restored)
30. Fireplace 16 (cast iron with olive green tile and dark painted timber surround)
31. Exposed ceiling (terracotta tiling construction)
32. Pigeon house
33. Pigeon house
34. Pigeon house

Study on Development Opportunities of the Former Marine Police Headquarters Site in Tsim Sha Tsui
Inventory of Historically Significant Structures/Elements at Marine Police Headquarters Site
1. Timber and metal staircase
2. All timber staircase (dark wood)
3. Fireplace 17 (black cast iron, olive green tile and black timber surround)
4. Fireplace 18 (black cast iron, olive green tile and black timber surround)
5. Fireplace 19 (red brick fireplace)
6. Wooden stair with all white timber balustrade