PLANNING BRIEF FOR
THE "COMPREHENSIVE DEVELOPMENT AREA" SITE
AT THE JUNCTION OF CANTON ROAD AND SALISBURY ROAD
TSIM SHA TSUI, KOWLOON
1. Purpose of the Planning Brief

1.1 The purpose of this Planning Brief (PB) is to set out the planning parameters and development requirements for the Former Marine Police Headquarters site (the Site) in Tsim Sha Tsui. The Site is zoned “Comprehensive Development Area” (“CDA”) on the draft Tsim Sha Tsui Outline Zoning Plan (OZP) No.S/K1/15 (Plan 1).

1.2 This PB serves as a guide to facilitate the preparation of a Master Layout Plan (MLP) for the Site for submission to the Town Planning Board (the Board) in the manner as required under the Notes of the OZP for the “CDA” zone.

2. Planning Context

The Site (Plans 1 and 2)

2.1 The Site, which is about 1.17 ha in area, is bounded by Canton Road, Salisbury Road and Kowloon Park Drive and abuts the commercial site at No.1 Peking Road which is currently under construction for a high-rise office cum retail development.

Existing Conditions and Constraints (Plan 2 and Photos on Plan 6 and 7)

2.2 A major portion (about 65%) of the Site sits on an elevated platform at a level of about +14mPD. It is accessible via a narrow slip road off Salisbury Road. The south-eastern corner of the Site is at a level of about +4mPD, which is the street level. Underneath the elevated platform of the Site, there are disused tunnels which are understood to have been back-filled.

2.3 The Former Marine Police Headquarters and its compounds, including the Main Building, a Stable Block, a Signal Tower and the Accommodation Block of the Former Fire Station (Plan 4) have been declared as monuments under the Antiquities and Monuments Ordinance (Cap 53) on 14.12.1994. The Main Building of the Former Fire Station, which is at the south-eastern corner of the Site, is a Grade III historical building. The Main Building and Accommodation Block of the Former Fire Station are now used by the Yau Ma Tei and Tsim Sha Tsui Culture and Arts Association. An unclassified structure situated adjacent to the Former Fire Station is now used as a welfare handicrafts shop.
2.4 One of the possible alignments of the proposed Kowloon-Canton Railway (KCR) Kowloon Southern Link, which is an extension of the West Rail from its Nam Cheong Station to connect with the KCR Tsim Sha Tsui East Extension, may cut through the Site at a level of approximately -1mPD, along a north-west to south-east axis (Plan 3). According to the current schedule, the construction works may commence in early 2004 for completion in late 2008.

**Surrounding Land-uses**

2.5 The Site is surrounded by tourist facilities (such as hotels) and cultural and commercial developments. The former Kowloon-Canton Railway Clock Tower, which is a declared monument, and the cultural complex including Cultural Centre, Space Museum and Museum of Arts are located to the south of the Site. To the east, west and north of the Site are mainly commercial developments with hotels, shopping malls and offices.

2.6 The Site is well-served by various modes of transport, serving both locals and tourists. The Mass Transit Railway Tsim Sha Tsui Station is accessible within a short distance of the Site. An international passenger cruise terminal is provided at the Ocean Terminal to the west, and the China-Hong Kong Ferry Terminal is located further to the northwest.

3. **Planning Intention and Parameters**

3.1 The Site is intended to be preserved, restored and converted into a tourism-themed development.

3.2 To create an activity hub for local residents and overseas visitors, the following development principles should be observed for the Site:

   (a) the integrity of the historic compound, including the historic buildings/structures and setting, should be preserved;

   (b) the existing platform level should be maintained and no permanent additional structure on platform is allowed;

   (c) the open character of the Site and greenery ambience fringing the platform should be maintained as far as practicable;

   (d) space under the platform level may be utilized, taking into consideration the constraints such as the possible railway reserve, the condition of the underground tunnel(s) and the preservation of a section of the tunnel;

   (e) design of the development should aim to enhance both street-level and platform-level activities; and
(f) pedestrian access to the Site and connections to the surrounding area should be enhanced.

3.3 While flexibility should be given to cater for both heritage preservation and tourism-themed commercial development at the Site, the following development parameters for the Site are proposed:

- **Uses**: Commercial
- **Site Area**: 11,700 m$^2$ (about)
- **Gross Floor Area (GFA)**: 12,200 m$^2$ (about)
  - Existing: 4,300 m$^2$ (about)
  - Potential Additional: 7,900 m$^2$ (*)
    
    (*) The potential additional GFA should only be provided below the existing southern platform area (Plan 5).

**Urban Design Framework**

3.4 The Site is prominently located at the southern end of the Kowloon peninsula. Its future development should incorporate the following urban design principles:

- (a) to improve the urban design elements, namely views, heritage preservation, open space, development edges, activity nodes, access and linkages;
- (b) to preserve and enhance the historic character of the historical buildings and the overall setting;
- (c) to preserve as far as possible the greenery environment and open space character of the Site;
- (d) to take advantage of the topography and change the Site to become both a locus attracting attention and a setting for appreciating the surroundings; and
- (e) to connect the Site with the surrounding developments to enhance accessibility.
3.5 Concept plans showing the building mass, form and layout of building blocks, and an urban design proposal should be submitted as part of the MLP submission to the Board.

**Landscape Requirements**

3.6 The following landscape design guidelines should be considered to improve the landscape quality of the future development:

(a) to preserve the existing trees as much as possible;
(b) to optimise the opportunity for greening and tree planting;
(c) to create a quality landscape setting for the activity hub and enliven the historical setting of the preserved buildings;
(d) to provide sensitive landscape treatment to the slopes and retaining structures; and
(e) to provide at grade amenity treatment, e.g. street trees and street furniture, to improve pedestrian environment.

3.7 A master landscape plan with relevant illustrations and sections should be provided to present the detailed tree preservation scheme, compensatory planting, open space design, landscape treatment for the slopeworks and roadside amenity treatment. It shall form part of the MLP submission to the Board for consideration and approval.

**Open Space Provision**

3.8 Open space should be provided as much as possible to enable a better appreciation of the historic setting of the Site. The open space as provided should be maintained and managed by the prospective developer of the Site.

4. **Master Layout Plan Submission**

4.1 A MLP should be submitted to the Board for consideration and approval in accordance with section 4A(2) of the Town Planning Ordinance.

4.2 The MLP should contain all the information required under the Notes for the “CDA” zone of the draft Tsim Sha Tsui OZP No. S/K1/15 (Appendix I) and demonstrate clearly that the requirements stated in this PB will be complied with. The MLP should include the following information :-
(a) a MLP showing the proposed uses and their location in detail, together with a schedule showing the areas of proposed land uses with breakdown of proposed total GFA, the nature, position, dimensions and heights of all buildings/structures;

(b) an urban design proposal in the form of a concept plan with illustrative visual materials, photomontages, perspective drawings, etc., on the proposed development in the context of the surrounding environment;

(c) a master landscape plan together with an existing tree survey and tree felling and replanting proposal;

(d) a report on the preservation aspects of the development, incorporating a statement on how the proposed scheme can enhance the cultural and heritage significance of the Site, a statement on the proposed construction method to demonstrate whether there will be impact on the heritage value of the Site, plans showing the proposed alterations and additions to the buildings, and plans indicating the utilities and fire services provisions which may alter the existing conditions and design of the buildings;

(e) a traffic impact assessment report with plans showing the transport, vehicular and pedestrian arrangement;

(f) the alignment, widths and levels of any roads and pedestrian linkages proposed to be constructed; and

(g) a preliminary environmental review listing out the key information as covered by Annex 1 of the ‘Technical Memorandum on Environmental Impact Assessment Process’ (see Appendix II).

4.3 The MLP should be supported by an explanatory statement which should contain an adequate explanation of the development proposal including such basic information as land tenure, relevant lease conditions, existing condition of the Site, the character of the Site in relation to the surrounding areas and the principles of layout design.

4.4 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

5. **Heritage Preservation Requirements**

5.1 To preserve the declared monuments and the heritage on the Site, a permit from the Secretary for Home Affairs is required under the Antiquities and Monuments Ordinance before any works within the monument boundary can be carried out at the Site. The following requirements should be observed in the development of
the Site:-

(a) the following buildings/structures (Plan 4) should be preserved to the satisfaction of the Secretary for Home Affairs and the Director of Leisure and Cultural Services:

- Main Building of the Former Marine Police Headquarters;
- Stable Block;
- Signal Tower;
- Accommodation Block of the Former Fire Station;
- Main Building of the Former Fire Station; and
- any walls or structures that would affect the structural stability of the historic site;

(b) no permanent additional structures/buildings are allowed on the platform in order to respect the integrity of the historical setting of the monument; and

(c) a section of the underground tunnel should be preserved. Photographic and cartographic record in respect of another section of the underground tunnel as well as salvage of historic construction materials should be made in accordance with the Technical Requirements and Technical Guidelines prepared by the Director of Leisure and Cultural Services.

6. **Transport Requirements**

6.1 A traffic impact assessment report is required to address the traffic and pedestrian impacts on the surrounding road network to the satisfaction of the Commissioner for Transport, taking into account the traffic and road improvement works which are being planned/implemented in the vicinity of the Site. The traffic impact assessment report should also demonstrate whether the pedestrian flow pattern of the development would require the widening of the footpath along Kowloon Park Drive adjoining the Site. The submission should form part of the MLP submission to the Board for consideration and approval.

6.2 There is a proposal to widen the section of Canton Road adjoining the Site into a carriageway with 3 traffic lanes plus a footpath, the details of which would have to be determined at the implementation stage. The current boundaries of the “CDA” zoning of the Site have already reflected the road widening proposal.

6.3 The transport requirements for the development of the Site are as follows:

(a) while on-site parking is not required nor encouraged due to site constraints, loading/unloading bays for goods vehicles and lay-bys for taxi/private cars/coaches should be provided to the satisfaction of the Commissioner for Transport;
(b) vehicular access should be restricted to the eastern side of the Site connecting Kowloon Park Drive; and

(c) access for Fire Services appliances and personnel should be provided to the satisfaction of the Director of Fire Services.

6.4 The future developer should also consider the following:

(a) provision for pedestrian linkages with the surrounding subway network and/or focal points such as the waterfront promenade and the cultural complex to the south of the Site; and

(b) should the existing bay for coaches at Canton Road along the Site be affected by the development, the prospective developer should liaise with the Commissioner for Transport for its reprovisioning.

7. **Environmental Requirements**

Should the development involve major works to the declared monument site, it will be classified a “Designated Project” under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). If the project proponent in the project profile to be submitted under the EIAO can demonstrate that the project is unlikely to result in adverse environmental impacts to the site of cultural heritage, the proponent can adopt the streamlined procedures under section 5(11) of the EIAO. In considering the matter, the proponent may demonstrate that there is no adverse impacts on the surroundings during construction, and state the beneficial impact of the project to the site of cultural heritage and how the potential adverse impacts can be avoided or minimised by virtue of project design.

8. **Geotechnical and Engineering Requirements**

The following geotechnical and engineering requirements should be taken into account in the development of the Site:

(a) to avoid any adverse impact on the possible alignment of the Kowloon Southern Link, the depth of any new development should not be below a level of +4mPD. The depth of structural elements (such as foundations, floor slabs and utilities) are allowed below +4mPD, but they should be restricted to above +2mPD on the railway reserve area (Plan 3). All new developments including the structural elements should maintain a minimum clearance of 3m from the crown of the railway tunnel to the satisfaction of the Director of Highways;

(b) development below +4mPD to provide for off-site pedestrian connection to the north-east of the Site is allowed subject to the satisfaction of the Commissioner for Transport;
(c) all the registered slopes and retaining walls in the Site should be investigated and stabilised to the satisfaction of the Director of Civil Engineering; and

(d) development under the platform level should maintain a clearance of about 6m from the Main Building of the Former Marine Police Headquarters to avoid affecting the structural stability of the historical buildings.

9. **Building Requirements**

The following building requirements to ensure the safety of the historical buildings should be considered:

(a) to provide temporary support and monitoring measures to the buildings/structures to be preserved during the development of the sub-platform area; and

(b) to conduct assessment on the feasibility for the proposed adaptive re-use of the historical buildings/structures in particular on the aspects of structural constraints, means of escape and fire services installation.

10. **Utility/Drainage/Sewage Services**

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 organizations.

11. **Implementation Programme**

An implementation programme is required to indicate the construction programme of the development and the associated transport/pedestrian facilities and utilities.

**Attachment**

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<th>Appendix</th>
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<td>Appendix I</td>
<td>Notes for the “Comprehensive Development Area” zone of the OZP</td>
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**MAY 2002**

**Planning Department**
### EXTRACT OF THE NOTES FOR “CDA” ZONE OF THE
### DRAFT TSIM SHA TSUI OZP NO.S/K1/15

#### COMPREHENSIVE DEVELOPMENT AREA

<table>
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<tr>
<th>Column 1</th>
<th>Column 2</th>
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<tr>
<td>Uses always permitted</td>
<td>Uses that may be permitted with or without conditions on application to the Town Planning Board</td>
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- Bank
- Exhibition or Convention Hall
- Fast Food Shop
- Government Use (not elsewhere specified)
- Hotel
- Mass Transit Vent Shaft and/or Other Structure above Ground Level other than Entrances
- Money Exchange
- Museum
- Park and Garden
- Photographic Studio
- Place of Public Entertainment
- Place of Recreation, Sports or Culture
- Plant Nursery
- Playground/Playing Field
- Police Reporting Centre
- Public Convenience
- Public Library
- Refreshment Kiosk
- Religious Institution
- Restaurant
- Retail Shop
- School
- Social Welfare Facility

#### Remarks

(Please see next page)
COMPREHENSIVE DEVELOPMENT AREA (Cont’d)

Remarks

Pursuant to section 4A(2) of the Town Planning Ordinance, an applicant for permission for development on land designated “Comprehensive Development Area”, shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the areas of proposed land uses with breakdown of proposed total gross floor areas, the nature, position, dimensions, and heights of all buildings to be erected on the area;

(ii) the details and extent of Government, institution or community and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iii) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area and the adjoining areas;

(iv) the urban design and landscaping proposals including tree preservation within the area;

(v) programmes of development in detail;

(vi) a traffic impact assessment report including details of road/pedestrian access improvement schemes and parking arrangement; and

(vii) such other information as may be required by the Town Planning Board.
ANNEX 1 - PROJECT PROFILE FOR DESIGNATED PROJECTS

Use of the following checklist for preparing a project profile shall ensure that most of the important environmental factors of a proposed project are to be considered by the Director in deciding what matters an EIA study shall address or whether the applicant can proceed directly to apply for an environmental permit.

2. If the applicant feels that additional or alternative types of information would also be useful, this information shall also be provided in the profile. The information shall include all existing and planned pollution sources or sensitive receivers or sensitive parts of the natural environment to the best knowledge of the applicant at the time of the submission. The provision of details may vary from case to case.

3. Wherever appropriate, the information shall be accompanied by plans, process flowcharts, diagrams, illustrations and other information which may assist in deciding what matters an EIA study shall address and what requirements an EIA study shall meet, or whether an applicant can proceed directly to apply for an environmental permit.

BASIC INFORMATION

Project title

Purpose and nature of the project

Name of project proponent

Location and scale of project (include plans) and history of site

Number and types of designated projects to be covered by the project profile

Name and telephone number of contact person(s)

OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

How will the project be planned and implemented? (consultant, contractor or in-house)

What is the project time-table? (e.g. for appointment of consultants, finalizing of design, commencement of construction, commissioning and operation)

Are there any interactions with broader programme requirements or other projects which shall be considered?

POSSIBLE IMPACT ON THE ENVIRONMENT

Outline any processes involved, including process flow diagrams, site plans, storage requirements, and information on emissions and discharges

Describe the environmental impacts or issues that may arise during the construction, operation or decommissioning of the project, where applicable:

- gaseous emissions
- dust
- odour
- noisy operations
- night-time operations
- traffic generation
- liquid effluents, discharges, or contaminated runoff
- generation of waste or by-products
- manufacture, storage, use, handling, transport, or disposal of dangerous goods, hazardous materials or wastes
risk of accidents which would result in pollution or hazard
- disposal of spoil material, including potentially contaminated material
- disruption of water movement or bottom sediment
- unsightly visual appearance
- ecological impacts

MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

a. Outline existing and planned sensitive receivers and sensitive parts of the natural environment which might be affected by the proposed project, such as:

- residential developments
- temporary housing areas
- educational institutions, including schools, kindergartens and nurseries
- health care facilities, including hospitals, clinics, and homes for the aged
- places of worship, including temples, churches, amphitheatres
- agricultural areas
- water courses, nullahs and confined bodies of water
- beaches, gazetted or otherwise
- water catchment areas and gathering grounds
- ground-water resources
- marine water resources including those for industrial uses, recreational uses or fisheries activities such as fishing grounds, shellfish harvesting/culture areas, fish spawning and nursery areas or fish culture zones
- industries which are sensitive to pollution
- airsheds with limited capacity to disperse pollution
- areas of conservation value, including Country Parks, Special Areas, Marine Reserves, Marine Parks, Ramsar Site, Sites of Special Scientific Interest and ecologically significant areas such as woodland, wetland and other wildlife habitats
- places of high visual value
- sites of cultural heritage

b. Outline the major elements of the surrounding environment and existing and/or relevant past land use(s) on site which might affect the area in which the project is proposed to be located, such as:

- existing pollution blackspots
- nearby existing and/or discontinued industrial operations
- nearby trunk roads, and primary or secondary distributors
- nearby noisy commercial, community or recreational activities
- aircraft noise, helicopter noise, rail noise
- existing or planned waste handling, treatment and disposal facilities
- potentially hazardous installations
- noisy or dusty open storage uses
- existing and past land uses of the project site and environs

ENVIRONMENTAL PROTECTION MEASURES TO BE INCORPORATED IN THE DESIGN AND ANY FURTHER ENVIRONMENTAL IMPLICATIONS

a. Describe measures to minimize environmental impacts, including the following:

- pollution control technology
- source control
- waste management systems and practices
- potential for waste and wastewater minimization
- risk mitigation measures and accident emergency response plans
- acoustic barriers and insulation
- buffer zones and landscaping
- different siting of activities
- site layout and building design
- retention of natural environmental features
- control of construction work practices
application of the Deep Bay Guidelines for dredging, reclamation & drainage works
application of Chapters 9 and 10 of the Hong Kong Planning Standards & Guidelines
(version available at the time the Ordinance comes into force)

b. Comment on the possible severity, distribution and duration of environmental effects, where applicable:
- beneficial and adverse effects
- short and long term effects
- secondary and induced effects
- cumulative effects
- transboundary effects

c. Comment on any further implications, such as:
- history of similar projects
- public consultation to date
- public interest and political sensitivity

USE OF PREVIOUSLY APPROVED EIA REPORTS

Where a previous EIA report was prepared for a project of similar nature and the subject EIA report has been approved by the Director and deposited in the register under the Ordinance, the applicant may make reference to or use the results of that EIA report. The following information is to be provided:

- state the title of the approved EIA Report
- state the date of its approval
- state what environmental aspects of the project were addressed in that approved EIA report
- refer to the findings on environmental impacts, and state the relevance of such findings to this project
- state the measures recommended in the approved EIA report and their relevance to this project