

For discussion  
on 17 January 2011

**Legislative Council Panel on Security  
Construction of Fire Station cum Ambulance Facility  
at Cheung Yip Street, Kowloon Bay**

**PURPOSE**

This paper seeks Members' views on our proposal to construct a fire station with ambulance facility and an urban search and rescue equipment store at Cheung Yip Street, Kowloon.

**BACKGROUND**

2. The Administration has already made plans for the future use of the Kai Tak Development area, with the relevant works to be completed by phases. The Kai Tak Development is a large scale development covering a total area of over 320 hectares and comprising various items including a cruise terminal, commercial buildings, residential areas, government and community facilities, mass transport systems and recreational facilities, etc. The total population of the Development area is expected to reach 86 000.

3. To tie in with the Kai Tak Development project, we need to provide fire and ambulance facilities in the area for relevant emergency services. In addition, existing heavy-duty urban search and rescue equipment are presently kept in a temporary store at the Pat Heung Fire Services Training School. In order to enhance the capability of the Urban Search and Rescue team in responding to emergencies, the Fire Services Department (FSD) has an operational need to set up an urban search and rescue equipment store at a suitable location.

**PROPOSAL AND JUSTIFICATION**

4. We propose to build a four-bay fire station with ambulance facility and an urban search and rescue equipment store at Cheung Yip Street, Kowloon. The proposed facility will accommodate one Hydraulic Platform, one Major Pump, one Light Rescue Unit and two ambulances.

5. With respect to fire services, under the existing fire risk

categorisation<sup>1</sup> adopted by the FSD, the Kai Tak Development area is classified as “congested built-up area” for which the Department pledges to meet 92.5% of all building fire calls within a graded response time (GRT) of 6 minutes. Currently, the fire stations closest to the Kai Tak Development area are Kowloon Bay Fire Station and Ma Tau Chung Fire Station, which are 3.5 km and 4 km respectively away from the cruise terminal under construction. It would require more than 6 minutes for fire appliances from these two fire stations to reach the cruise terminal and its adjacent areas, falling short of the performance pledge of FSD. Therefore, there is a need to construct the proposed fire station in order to ensure that the Kai Tak Development area is effectively covered by fire and rescue services.

6. As for emergency ambulance services, a total of eight ambulances are currently stationed at Ma Tau Chung Ambulance Depot and Kowloon Bay Fire Station. With the commissioning of the first berth of the cruise terminal in mid 2013 and the completion of commercial and residential projects in the vicinity, the demand for emergency ambulance services in the area is expected to increase. Since the aforementioned two deployment points cannot accommodate additional ambulances, there is a need to provide for ambulance facility at the proposed fire station to meet the demand for emergency ambulance services in the Kai Tak Development area.

7. The Urban Search and Rescue Team is a special unit for emergency rescue operations in confined space at the scenes of building collapse or major landslides. The equipment of the Urban Search and Rescue team include many heavy-duty items, such as life locators and heavy demolition equipment. Currently, these items are kept in a temporary store at the Pat Heung Fire Services Training School. As the Kai Tak Development area is centrally located, the proposed establishment of an urban search and rescue store at the proposed fire station can enhance the capability of FSD in emergency response by facilitating more expeditious delivery of the heavy-duty equipment to the scene and allowing search and rescue operations to start as soon as possible.

## **PROJECT SCOPE OF THE PROJECT**

8. The proposed project is for the construction of a new 6-storey fire station with ambulance facility cum an urban search and rescue equipment store at the junction of Cheung Yip Street and Hoi Bun Road, Kowloon Bay. The proposed scope comprises a 4-bay appliance room,

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<sup>1</sup> When considering the fire risk categorisation, FSD will consider factors including the population density, plot ratio, building height and land use, etc.

watch rooms, offices, an exercise room, a lecture room, barracks, a canteen with kitchen, toilets and disinfection room, and a drill yard, etc. A site plan and perspective drawings for the project are at **Enclosure 1** and **Enclosure 2** respectively.

## **FINANCIAL IMPLICATIONS**

9. According to our existing estimate, the capital cost of the project is expected to be about \$220 million. Subject to Members' views, we will invite tenders for the project before funding is secured. We will revise the estimated capital cost of the project based on the returned tender price. The revised estimated capital cost will then be used in our funding application to the Public Works Subcommittee (PWSC) in June 2011. The additional annual recurrent expenditure arising from this project is estimated to be \$25 million.

## **PUBLIC CONSULTATION**

10. We consulted the Kwun Tong District Council (KTDC) on the proposed project on 2 November 2010. The KTDC supported the project.

## **ENVIRONMENTAL IMPLICATIONS**

11. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) and obtained Environmental Protection Department (EPD)'s approval in June 2010. The PER concluded that subject to the provision of suitable mitigation measures, the project would have no long term adverse environmental impact.

12. During construction, we will control noise, dust and site runoff nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contracts. These include, but not limited to, the use of silencers, mufflers, acoustic lining or shields as appropriate for noise control, frequent cleaning and watering of the site, the provision of wheel-washing facilities, and silt removal facilities to treat wastewater before discharge. During operation, suitable measures such as appropriate call-out system locations and directions will be implemented to mitigate noise impact to the surrounding areas.

13. We have also considered measures in the planning and design

stages to reduce the generation of construction waste where possible. We will require the contractor to use inert construction waste on site as far as possible, in order to minimize the disposal of inert construction waste to public fill reception facilities. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to minimise the generation of construction waste.

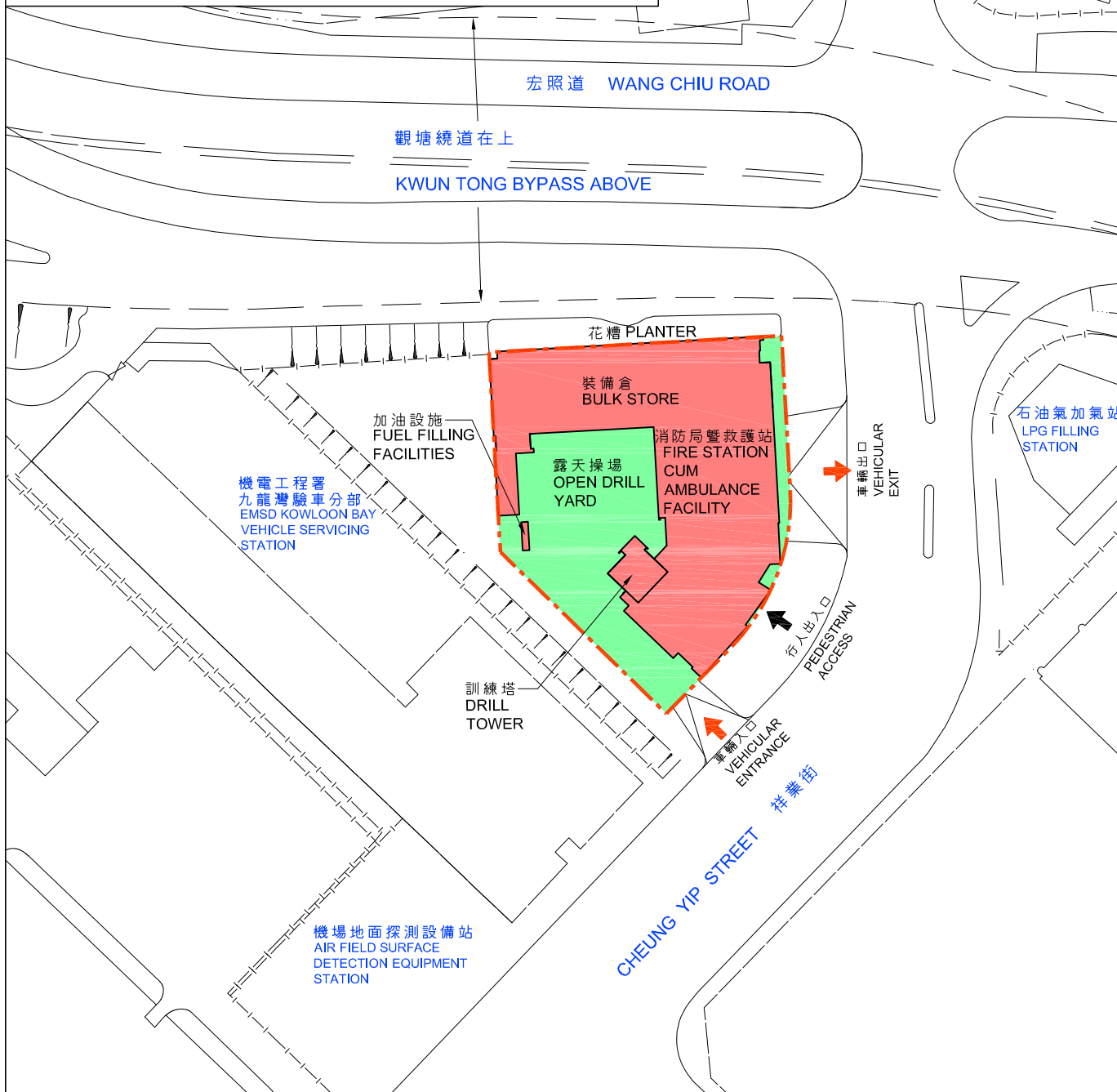
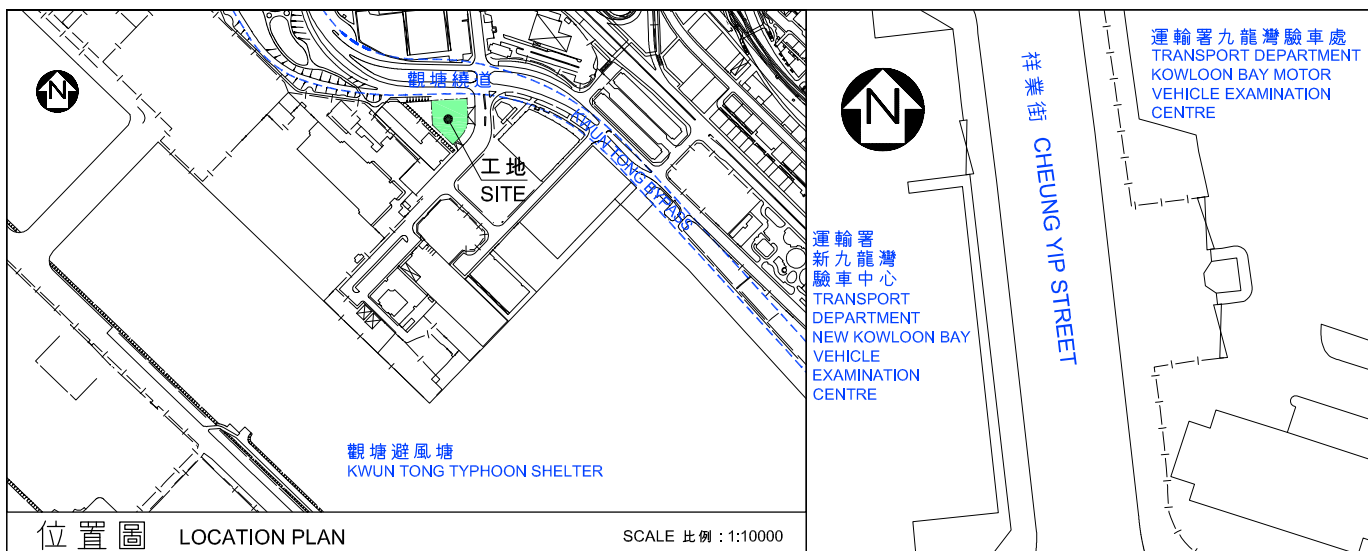
## **LAND ACQUISITION**


14. The project does not require land acquisition.

## **IMPLEMENTATION**

15. We plan to submit the proposal to PWSC in June 2011, and seek funding approval from the Finance Committee in July 2011. Subject to funding approval, we plan to start construction works in the third quarter of 2011. We expect the works to be completed by mid 2013, so as to tie in with the commissioning of the first berth of the cruise terminal.

Security Bureau  
Fire Services Department  
January 2011




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	office 辦事處 ARCHITECTURAL BRANCH 建築設計處			



從祥業街望向消防局構思圖  
VIEW OF FIRE STATION FROM CHEUNG YIP STREET (ARTIST'S IMPRESSION)



從觀塘繞道鳥瞰消防局構思圖  
AERIAL VIEW OF FIRE STATION FROM KWUN TONG BYPASS (ARTIST'S IMPRESSION)

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