

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 25 May 2011

TFHK/09/2011

Refurbishment and Modification of the Island West Transfer Station at Kennedy Town, Hong Kong

PURPOSE

This paper is to consult Member on the proposed architectural and greening enhancement of the Island West Transfer Station (IWTS) under the Project “Refurbishment and Modification of the Island West Transfer Station” at Kennedy Town, Hong Kong.

BACKGROUND

2. Under the current waste management system, municipal solid waste (MSW) collected from the urban areas and new towns is delivered to the nearest refuse transfer station where it is compacted into sealed containers and transferred to landfill sites located in the remote parts of the New Territories. This bulk transfer system, mainly by sea, not only minimizes transportation cost, it also obviates the need for a large number of refuse collection vehicles to travel to landfill sites through the road network, hence minimizing overall traffic and environmental impacts.

3. In 2010, about 520 tonnes per day of MSW which was generated in the Hong Kong Island was delivered to the West New Territories Landfill via the IWTS through marine transfer. We expect that the quantities of the MSW generated in the Hong Kong Island in future would remain at similar level, hence continual operation of the IWTS is necessary and crucial.

4. The IWTS is strategically located at the seafront of Kennedy Town. Its administration building, spiral vehicular access ramp and retaining wall (beside the berthing area) can be seen from the harbour. The site location plan, the site layout plan and the photos of the existing IWTS are enclosed at **Annexes I, II, III** and **IV** respectively.

5. The current IWTS operation contract will expire in April 2012. We plan to award a follow-on contract in early 2012 to continue the operation of the transfer station, as well as to refurbish and upgrade the station to maintain its operational efficiency and to enhance its environmental performance.

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6. As marine transfer of the MSW is the essential operation component of the IWTS, it is necessary to locate the station at the seafront of the district as existing, and relocation of the station is not possible. Setting back the existing facility's boundary to provide a harbourfront passageway for public use is also impossible due to the operational and safety reasons.

ARCHITECTURAL AND GREENING ENHANCEMENT OF THE TRANSFER STATION

7. As we will carry out refurbishment and modification works at the station, we intend to take the opportunity to upgrade the external finishes of the administration building, spiral ramp and retaining wall to enhance the appearance of the station at the harbourfront and to improve the energy efficiency of the building as much as possible.

8. We have initially developed 3 options of external finish designs as described below:

(i) Option 1

- the administration building façade mainly covered by synthetic timber sculpture of wave theme design, and the remaining wall area painted;
- soft landscaping adopted for the spiral ramp and the retaining wall as a complementary design to the wave theme;
- illustration photos shown in **Annexes V** and **VI**;

(ii) Option 2

- the administration building façade mainly covered by coloured fibre glass reinforced cement panels of random pattern to create bold and dynamic approach, and the remaining wall area painted;
- soft landscaping adopted for the spiral ramp and the retaining wall as a complementary design to the dynamic bold approach;
- illustration photos shown in **Annexes VII** and **VIII**; and

(ii) Option 3

- the administration building façade mainly covered by coloured

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- fibres glass reinforced cement panels with vertical fins for vertical emphasis, and the remaining wall area painted;
- soft landscaping adopted for the spiral ramp and the retaining wall as a complementary design to the vertical emphasis;
- illustration photos shown in **Annexes IX** and **X**.

9. Before we embark on further development of the architectural and greening designs, we would like to seek comments from the Task Force on the 3 design options. Subject to no adverse comment from the Task Force and other stakeholders, we will incorporate appropriate specifications of the architectural and greening enhancement works in the aforesaid contract, which is targeted to be tendered within 2011.

10. We had submitted another paper in parallel on the proposed renovation work of the West Kowloon Transfer Station under the Project “Refurbishment and Modification of the West Kowloon Transfer Station” at Ngong Shung Road, Kowloon. The paper will be separately discussed at the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing on 31 May 2011.

VIEWS SOUGHT

11. Members’ views on the 3 proposed options of architectural and greening enhancement for the IWTS are sought.

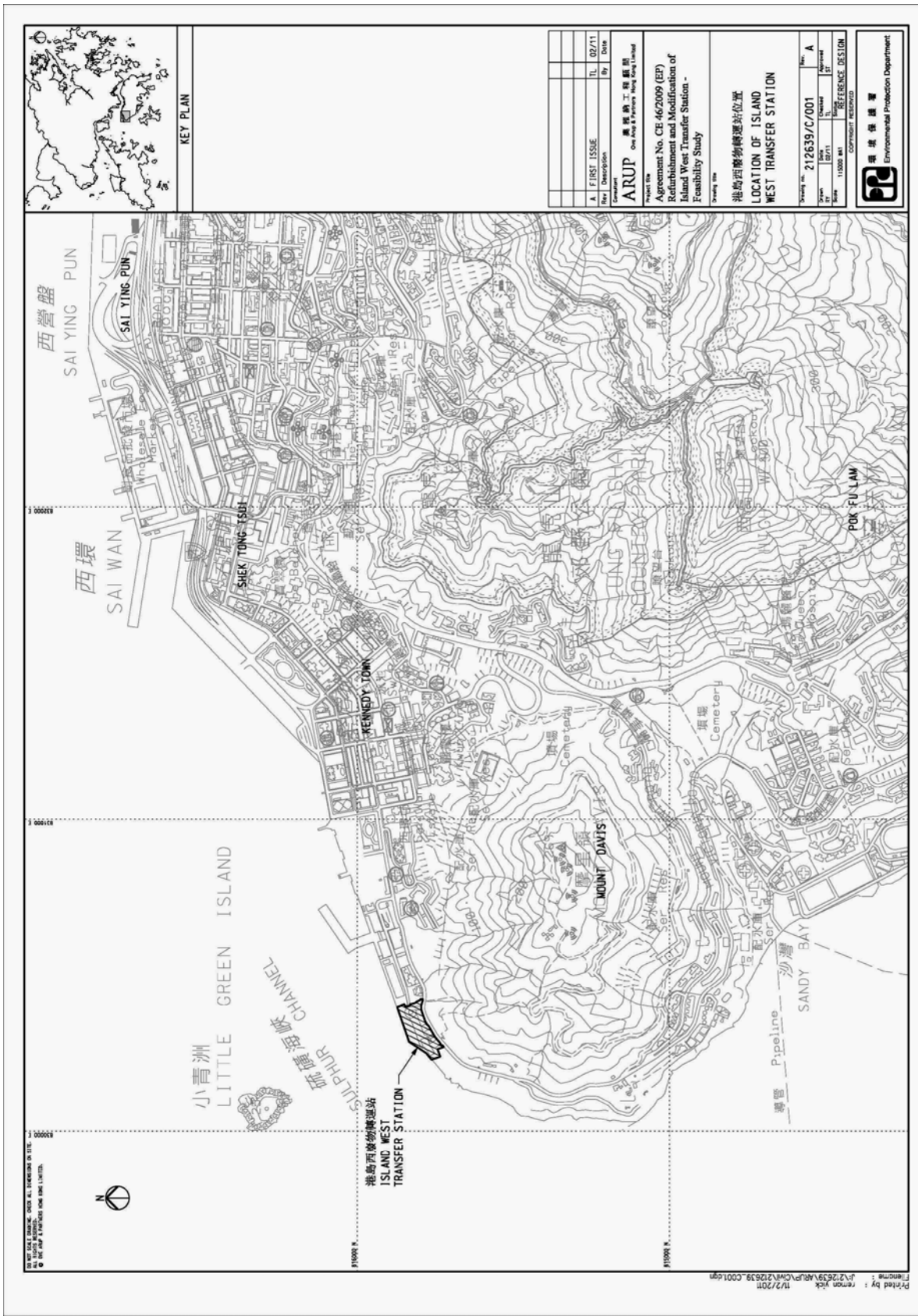
- Annex I** - Site Location Plan
- Annex II** - Site Layout Plan
- Annex III** - Photo of the Existing IWTS (Western Side View)
- Annex IV** - Photo of the Existing IWTS (Northern Aerial View)
- Annex V** - Illustration of the Design Option 1 (Western Side View)
- Annex VI** - Illustration of the Design Option 1 (Northern Aerial View)
- Annex VII** - Illustration of the Design Option 2 (Western Side View)
- Annex VIII** - Illustration of the Design Option 2 (Northern Aerial View)
- Annex IX** - Illustration of the Design Option 3 (Western Side View)
- Annex X** - Illustration of the Design Option 3 (Northern Aerial View)

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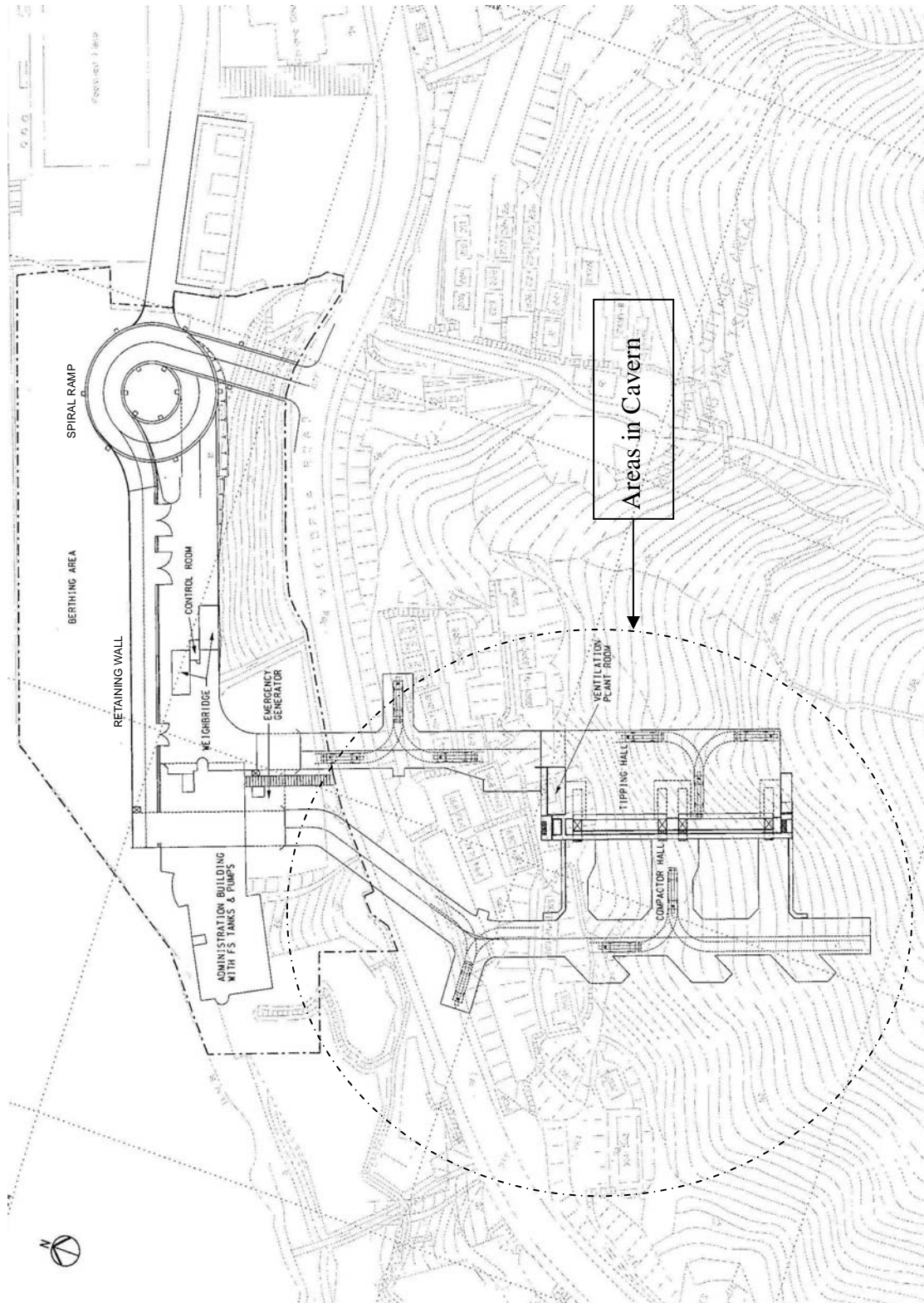
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**Environmental Protection Department
May 2011**

Annex I –Site Location Plan



Annex II – Site Layout Plan



Annex III – Photo of the Existing IWTS (Western Side View)



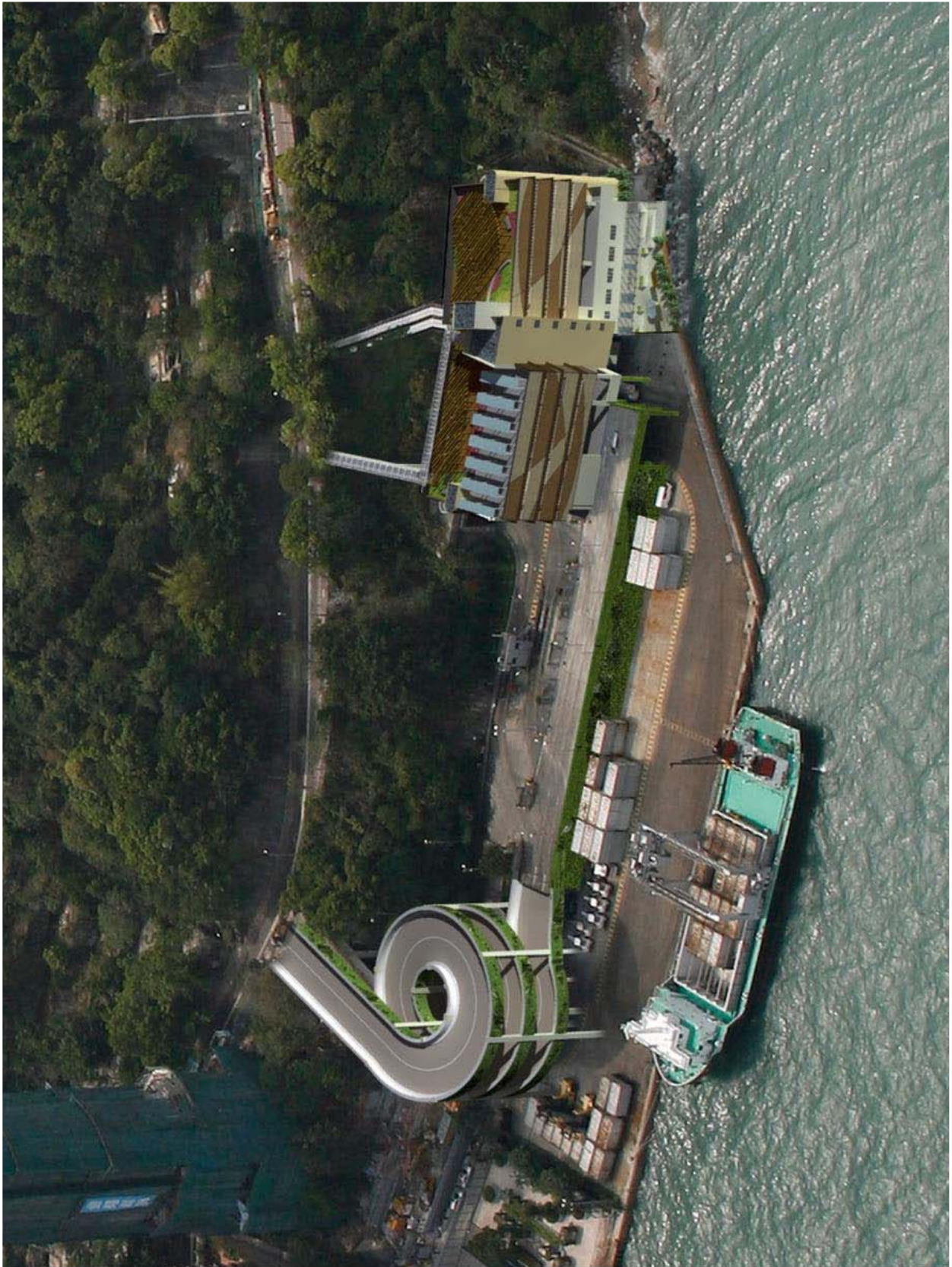
Annex IV – Photo of the Existing IWTS (Northern Aerial View)



Annex V – Illustration of the Design Option 1 (Western Side View)



Annex VI – Illustration of the Design Option 1 (Northern Aerial View)



Annex VII – Illustration of the Design Option 2 (Western Side View)



Annex VIII –Illustration of the Design Option 2 (Northern Aerial View)



Annex IX –Illustration of the Design Option 3 (Western Side View)



Annex X –Illustration of the Design Option 3 (Northern Aerial View)

