

**Sub-committee on Harbour Plan Review
Harbour-front Enhancement Committee**

**MTR West Island Line -
Proposed Reprovisioning of Kennedy Town
Swimming Pool and Temporary Works Areas**

Purpose

The purpose of this Paper is to present to Members the reprovisioning of Kennedy Town Swimming Pool at Kennedy Town Praya and the proposed seafront works areas of the West Island Line.

Background

2. The West Island Line (WIL) is a 3km extension of the existing MTR Island Line from Sheung Wan Station, through Sai Ying Pun, University to Kennedy Town (Annex 1). The entire extension will be underground with most length of the tunnels and stations in rock.
3. Since Government recommended in the Railway Development Strategy 2000 to put WIL as one of the priority railway extensions projects, MTRCL has carried out extensive public consultation on the planning and design of the WIL Project. The proposed railway scheme including alignment, station locations, entrance locations, construction methods and spoil disposal methods etc. were developed with due consideration of the views expressed by the public and the Central and Western District Council (C&WDC). The railway scheme is generally supported by the C&WDC.
4. The WIL Scheme was already gazetted in October 2007. It is expected that construction work will commence in 2009 for completion in 2013/2014.

Kennedy Town Swimming Pool

5. The existing Kennedy Town Swimming Pool at Smithfield is required to be demolished to make way for the construction of the Kennedy Town Station which was

originally situated at Forbes Street but was later shifted eastward to avoid encroaching upon the valuable tree walls at Forbes Street. A new swimming pool will be re-provided prior to the demolition of the existing pool. An existing temporary lorry park site at Kennedy Town Praya, opposite to the Belcher Bay Park, has been identified for the construction of the new swimming pool. This proposal is fully supported by the C&WDC and is consistent with the DC's long desire for turning the lorry park site into recreational use. This lorry park site has recently been zoned as "G/IC(1)" on the draft Kennedy Town and Mount Davis Outline Zoning Plan (OZP) No. S/H1/15, which will enable the development of the new swimming pool complex and a maximum height restriction of +33.0 mPD has been stipulated for the "G/IC(1)" zone.

6. Aspiration and goals for the design of the new swimming pool complex are to enrich the community by providing a public amenity that is easily accessible, well used and received, complementary to existing public amenities and contribute to the identity of Kennedy Town.

7. Kennedy Town is a small, diverse and rapidly changing community that has a vibrant mix of new and old, traditional and modern aesthetics and local and western ways of life. Kennedy Town is also characterized by three main features: the historical tram line that terminates in the heart of the community, Belcher Street which spurs life in the community and connection to Victoria Harbour through view corridors afforded by secondary roads. Some of the key considerations in the design are the building's transparency, response to existing corridors, sensitivity to adjacent residential towers, relationship to Victoria Harbour and an environmentally sustainable design. The bigger picture envisions the new swimming pool complex as an iconic building in the communal garden of Kennedy Town.

8. To this end, the design has addressed the unique characteristics of the triangular site so that the new swimming pool complex is truly integrated with the surroundings and would be appreciated by the community. Physical links through and around the building would provide pedestrian friendly access to these local amenities for the enjoyment of the community.

9. Since the eastern part of the Kennedy Town Praya site has to be used for the construction of tunnel access shaft and used as works area during WIL construction until 2013/2014, the new swimming pool will have to be developed in two phases. Annex 2 to 6 present the proposed layout plan and artist's impression of the new swimming pool complex.

10. Phase 1 of the Swimming Pool consists of a 50m long secondary pool and a leisure pool plus jacuzzi. It will be completed by end 2010 prior to the demolition of the existing pool. The ticket office, queuing area and major plant rooms are situated at ground level of the 3-storey building. Swimming pools are located at the open podium level. Male and female changing rooms are stacked and offset from the pool deck level for convenient access by swimmers.

11. Pools in Phase 2 are indoor all-season pools including a 50m long multi-purpose pool, a training pool and two jacuzzis similarly located at a podium level. A landscaped

leisure area will be provided to the east of the Phase 2 complex. Phase 2 will be built after the completion of the WIL construction works, and is anticipated to be opened in 2015.

12. Local consultation including exhibition, questionnaire and resident meetings were conducted from June to September 2007 on the design principles of the new swimming pool. Views expressed by the members of the public were included in the design as far as practicable. The overall layout of Phase 1 and 2 of the new swimming pool complex was presented to and accepted in principle by C&WDC in April 2008.

Construction Method and Works Areas for West Island Line

13. Most of the works areas are located within Government land (Annex 7). Apart from the excavation of shafts and station entrances, most of the excavation works for tunnels and stations are carried out by tunneling methods such as drill-and-blast tunneling and bored tunneling, thus minimizing the impact to the community. A temporary underground magazine site will be constructed at Victoria Road to store the explosives for the need of WIL construction.

14. To minimize the impact on road traffic, two seafront works areas have been identified for disposal of excavated materials by barges. They are the Public Cargo Working Area (PCWA) outside the Belcher Bay Park and the ex-Abattoir site at Kennedy Town.

15. The Sai Ying Pun Station, University Station and the connecting tunnels between these two stations and beyond University will be constructed from temporary access shafts, one of which is located at the Kennedy Town Praya. The majority of excavated materials will be transported via underground adits to the Kennedy Town Praya site, then through a fully enclosed conveyor belt system to the barging point at PCWA for disposal by sea.

16. The Kennedy Town Station will be excavated by open-cut method, while the overrun tunnels to its west will be constructed by tunneling method. The spoils generated from excavation and tunneling will be transported by trucks to another barging point at the ex-Abattoir site for disposal by sea.

Public Cargo Working Area

17. Two berths at the existing PCWA, totalled about 7,500 m², will be used for barging out the excavated materials of WIL, which are estimated to amount to 350,000 m³ (Annex 8). The majority of excavated materials will be delivered to the barging area through an elevated conveyor belt system, thus reducing the number of truck movements within and outside Western District. The arrangement could minimize the traffic impact and environmental impact, as well as nuisance to the community.

18. Other than the conveyor belt system which has to run above the existing carriageway level, the majority of structures to be erected at the site will be no more than 6m above ground.

19. The tentative occupation period of the barging site will be between 2010 and 2013. The works area will be returned to Marine Department upon completion of WIL.

Ex-Abattoir Site

20. An approximate area of 19,000 m² in the ex-Abattoir site will be used as the main works area for site offices, material storage and barging point for WIL (Annex 9). Apart from that, a small portion of area, about 500 m², at the northeast corner of the ex-Abattoir site will be reserved for use as the maintenance depot of the Urban Region/Highways Department, which has to be relocated from its present location at the eastern corner of the Kennedy Town Praya site to make way for the construction of the new Kennedy Town swimming pool as outlined above. A more detailed description of the depot is outlined in Appendix A.

21. Most of the structures to be temporarily constructed at this site will not be more than 6m high. The temporary site offices will comprise two or three levels for effective use of the available area. Hoarding and fencing will be erected around the perimeter of the site except the side fronting the harbour where unloading of construction materials like rails, tunnel segments, etc. and loading of spoil from/to the barges will take place. CEDD is presently carrying out demolition works of all existing structures of the ex-Abattoir including two abandoned piers before the site is handed over to the Corporation.

22. The works area will be managed and maintained by the contractor of WIL under a short term tenancy. The tentative occupation period of the barging site will be between 2009 and 2015. After the completion of WIL, all temporary facilities used for WIL will be removed before handing back the land to the Government.

Magazine Site

23. The construction of WIL will involve substantial amount of rock excavation of which majority will be carried out by drill-and-blast method. Having consulted with Mines Division, CEDD it was determined that an underground magazine site is necessary for overnight storage of explosives for WIL construction. The proposed magazine site is located near Victoria Road on the west side of Hong Kong Island (Annex 7). The site is chosen for its remote location from population and the relatively close distance from WIL works areas such that transportation distances for explosives will be kept to a minimum.

24. Apart from the access tunnel portals and an access road off from the adjacent Victoria Road, the access tunnel and the explosive storage chambers of the magazine will be

built underground. Some existing trees will be affected during construction as the site is presently densely vegetated. The temporary magazine site will be removed and the area handed back to Government after completion of the WIL project.

Conclusion

25. Members' views and support for the proposed new Kennedy Town swimming pool at Kennedy Town Praya and the proposed seafront works areas for WIL construction as outlined above are sought.

Attachment

Annex 1 : Overall Plan of WIL

Annex 2 - 6 : Layout, Plan and Artist's Impression of the new Swimming Pool Complex

Annex 7 : Works Areas for WIL and HyD Depot

Annex 8 : Public Cargo Working Area (PCWA), Barging Point

Annex 9 : Ex-Abattoir Site, HyD Depot

Appendix A - Maintenance Depot of Urban Region/Highways Department

MTR Corporation

July 2008

WEST ISLAND LINE

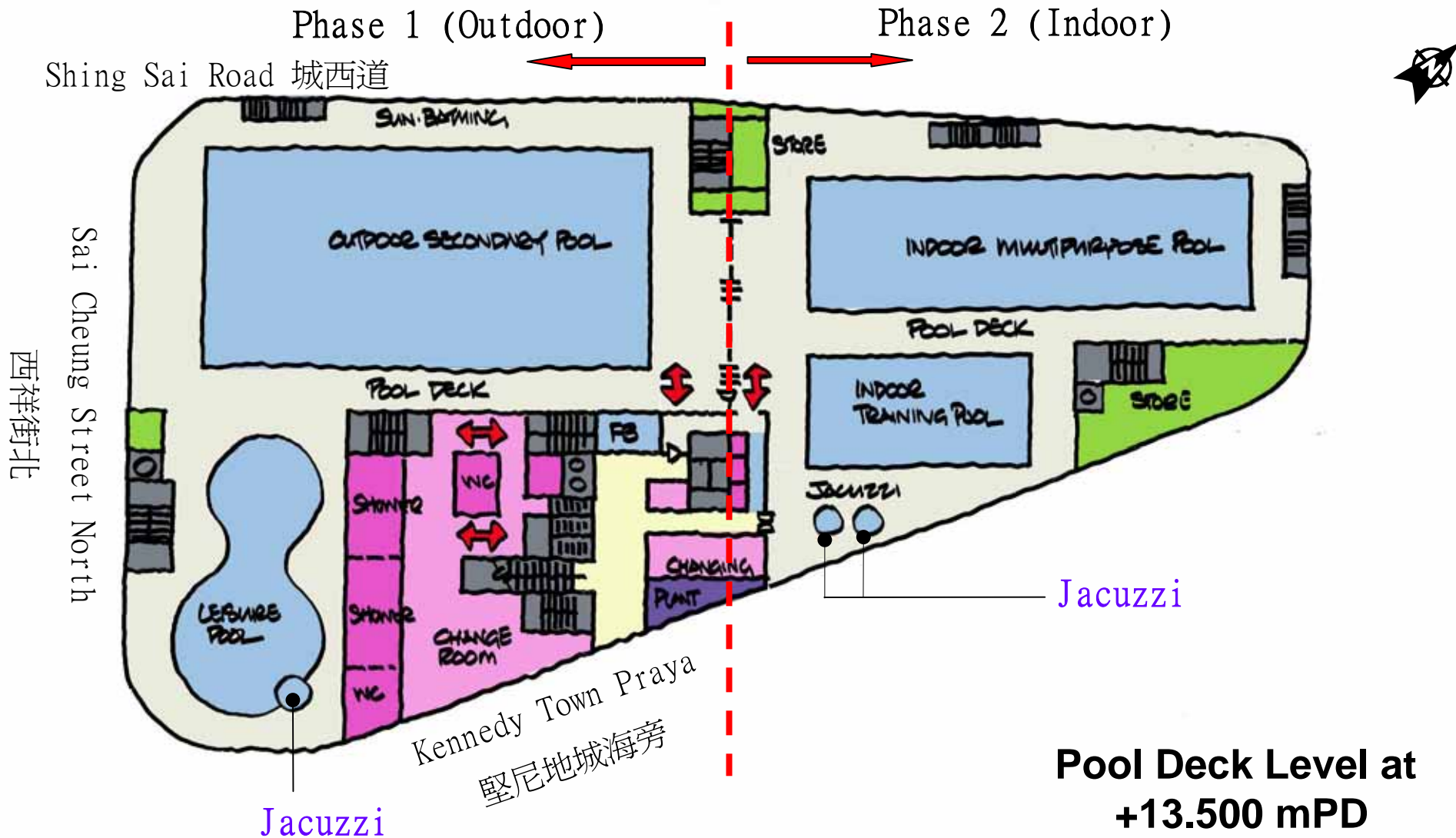
西港島綫



Swimming Pool Complex Photomontage – 2015



Re-provisioned Swimming Pool Complex Floor Plan



Swimming Pool Complex



Landscape Area – Option 1



OPTION 1 – OVERALL CONTEXT

Landscape Area – Option 2





Works Site For Temporary Barge Loading Facilities

Duration 2010 - 2013

New Swimming Pool Phase 1

Elevated Conveyor Belt

New Swimming Pool Phase 2

HyD Depot

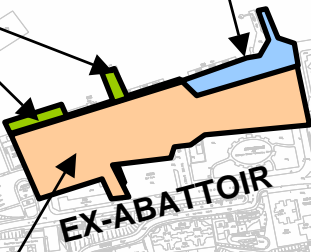
Two Abandoned Piers To Be Demolished By CEDD

PCWA

Works Site For Construction Access Shaft

**Material Delivery
Excavated Material Removal
Construction Site Facilities**

Duration 2009 - 2013



Works Site For Site Facilities

Temp. Barge Loading Areas
Construction Site Facilities
Site Office

Duration 2009 - 2015

Magazine Site



**Construction
Access Shaft**

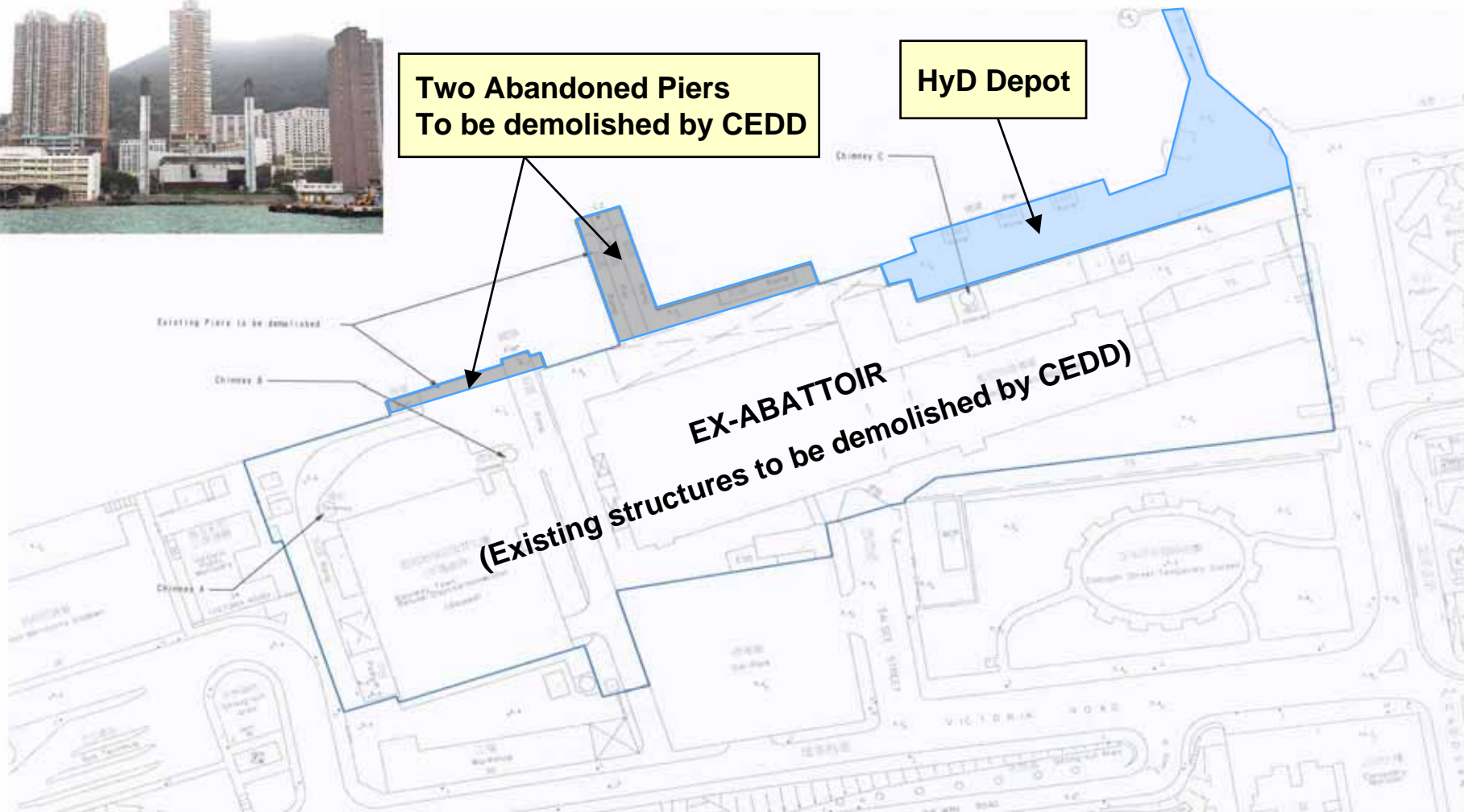
**Swimming Pool
Phase 2**

**Swimming Pool
Phase 1**

**Temp. Barge
Loading
Facilities**

**Elevated
Conveyor Belt**

Works Site at Ex-Abattoir



**Sub-committee on Harbour Plan Review
Harbour-front Enhancement Committee**

**Proposed Reprovisioning of
Highways Department's Maintenance Depot**

Background

Highways Department lets out a term contract for the maintenance and emergency repair of roads, highway structures, roadside slopes and exclusive road drainage in Central, Western, Peak, Happy Valley and Wanchai of Hong Kong Island. The existing maintenance depot at the Kennedy Town Praya is one the works areas assigned to the Contractor for storage of materials and station of plant and labour. The existing maintenance depot at the Kennedy Town Praya has been used for 13 years.

Reprovisioning of the Maintenance Depot

In order to vacate the land occupied by the existing maintenance depot at the Kennedy Town Praya for the construction of the West Island Line (WIL), Highways Department proposes to relocate the depot to an area near the piers outside the ex-abattoir site on Cadogan Street, as shown in Plan A. A 5m-wide strip of the depot site will fall within the ex-abattoir site.

Maintaining a depot in the Western District is necessary to ensure that the maintenance contractor has sufficient plant, labour and materials in the near vicinity to deal with emergency repairs within the Central and Western (C&W) District as soon as possible. If the depot is not situated sufficiently close to the Connaught Road West after relocation, then the effectiveness of the Highways Department in dealing with emergencies along the main traffic routes within the District will be significantly hampered.

The reprovisioned site for the depot is currently occupied by Civil Engineering and Development Department (CEDD), mainly as a works area for the demolition of the ex-abattoir and incinerator plant. Highways Department proposes to take over the site in the first or second quarter of 2009, upon completion of the CEDD demolition contract. The depot site will be vacated upon the completion of WIL in 2014/15 tentatively for handing back to CEDD for their underground decontamination works.

PLAN A

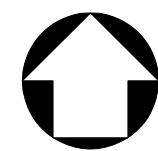
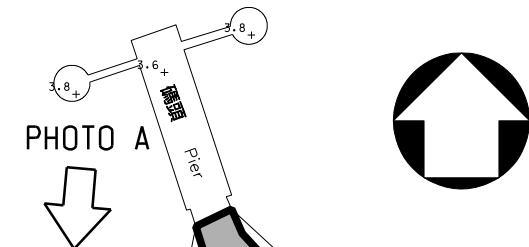
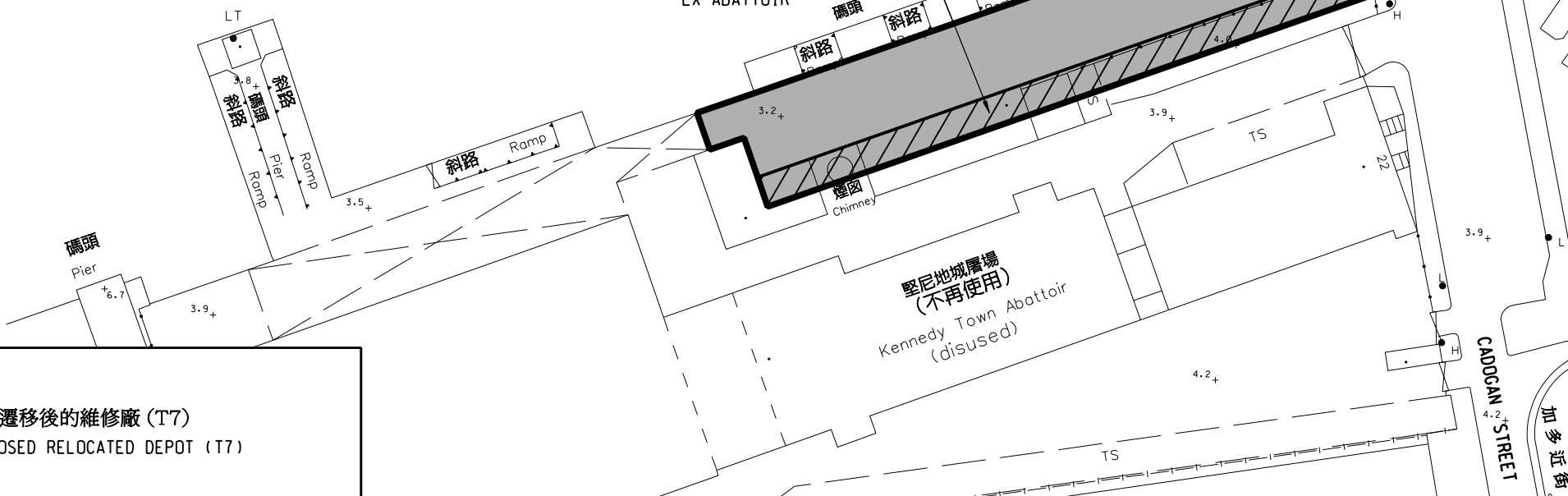


PHOTO A

- 2.4m HIGH HOARDING (2.4米高之圍板)
- 4.8m HIGH SITE OFFICE (4.8米高之工地辦事處)

(位於前屠場內的範圍)
AREA WITHIN THE
EX-ABATTOIR



圖例 Legend

建議遷移後的維修廠 (T7)
PROPOSED RELOCATED DEPOT (T7)

圖則名稱 drawing title

建議取代鄰近城西道維修廠的臨時政府撥地
PROPOSED TGLA TO REPLACE MAINTENANCE
DEPOT NEAR SHING SAI ROAD

地圖索引 map reference

11SW06D

只供參考 FOR INFORMATION ONLY
日期 2008年7月10日 as at 10-JULY-2008

圖則編號 drawing no.

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比例 scale
1 : 1000

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URBAN REGION

HIGHWAYS
DEPARTMENT
HONG KONG **路政署**