

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 703 – BUILDINGS**

#### **Support – Others**

#### **180GK – Government complex at Mei Lai Road, Mei Foo, Lai Chi Kok**

Members are invited to recommend to Finance Committee the upgrading of **180GK** to Category A at an estimated cost of \$110.5 million in money-of-the-day prices for the construction of a government complex at Mei Lai Road, Mei Foo, Lai Chi Kok.

### **PROBLEM**

We need to provide ambulance facilities in the Lai Chi Kok area to cope with future demands and a community hall (CH) in the Mei Foo area for holding community activities. There is also a need to provide permanent premises for the setting up of an Integrated Children and Youth Services Centre (ICYSC) to re-provision the existing undersized service centre in the area.

### **PROPOSAL**

2. The Director of Architectural Services (D Arch S), with the support of the Secretary for Security, the Secretary for Home Affairs and the Secretary for Health, Welfare and Food, proposes to upgrade **180GK** to Category A at an estimated cost of \$110.5 million in money-of-the-day (MOD) prices for the construction of a government complex at Mei Lai Road, Mei Foo, Lai Chi Kok.

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## PROJECT SCOPE AND NATURE

3. The project comprises the construction of a six-storey government complex for an ambulance depot, a CH and an ICYSC. The construction floor area (CFA) of the project is about 6 675 square metres (m<sup>2</sup>). The scope of the proposed works includes –

- (a) an ambulance depot (with a CFA of about 2 290 m<sup>2</sup>) comprising three ambulance bays, a watch room and communication equipment room, a station general store and workshop, medical/linen stores, offices, an ambulancemen's barrack, a locker room, a refreshment room/kitchen and store, an officers' dining/recreation room and bedroom, a drying room, dangerous goods stores, an emergency generator room, underground fuel tank and fuel dispenser, an air compressor room, an exercise room, a disinfection/washing room, toilets and ablutions, and a drill yard;
- (b) a CH (with a CFA of about 2 425 m<sup>2</sup>) comprising a multi-purpose hall with a seating capacity for 450 persons, a stage and its ancillary stores, a stage meeting room, dressing rooms, a conference room, a management office, a store room, toilets and other ancillary facilities such as carparking area, loading/unloading area;
- (c) an ICYSC (with a CFA of about 1 960 m<sup>2</sup>) comprising offices, a reception area, a drop-in corner, a play room for children and parents, nine group activity rooms, two interview rooms, a small group counseling room, an audio-visual room, a conference room, a general store, an equipment store and a domestic science room; and
- (d) an extension of a footbridge being constructed across Kwai Chung Road Flyover linking the Mei Foo Bus Terminus area, for connection with the government complex.

———— A site plan is at Enclosure 1 and a perspective drawing of the complex is at  
———— Enclosure 2. We plan to start the construction works in October 2007 for completion in November 2009.

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## JUSTIFICATION

### Ambulance Depot

4. There is no ambulance depot in the Lai Chi Kok area. At present, the area is serviced by ambulances deployed from Cheung Sha Wan Ambulance Depot and Lai Chi Kok Fire Station. In the past three years, the Fire Services Department (FSD) received a total of 20 430 emergency ambulance calls from the Lai Chi Kok area, with an average annual growth rate of 8.8%. On average, FSD was able to respond to 91.5% of these calls within the 12-minute target response time, as against its performance pledge of 92.5%. As the population in Sham Shui Po District is projected to grow from 381 100 in 2006 to 449 200 in 2015, and the proportion of old age population (aged 60 or above) will increase from 19.3% to 22.2% during the same period, the demand for emergency ambulance service in the area will continue to rise. The proposed ambulance depot can improve ambulance coverage and help ensure adequate provision of emergency ambulance service to cope with the expected increase in demand.

### CH

5. At present, there is no community centre/CH in the Mei Foo area. Residents in the area could only use the Lai Chi Kok CH (LCKCH) at Lai Chi Kok Road and it takes about 10 to 20 minutes to travel by public transport from Mei Foo to the LCKCH. Its average usage rate in 2006 reached 78% on weekends. In light of the recent completion of a number of new residential estates in the vicinity (including the Banyan Garden, Liberte, The Pacifica, Aqua Marine and Hoi Lai Estate), the population served by the LCKCH has been increasing rapidly and the proposed CH will help relieve the pressure on the LCKCH. It will provide a venue for conducting community activities for about 50 000 residents living in Mei Foo Sun Chuen, Nob Hill and Ching Lai Court.

6. Activities that can be held in the CH will include meetings held by local community organisations, civic education projects, training courses, celebrations, recreational, sports activities, etc. The CH can also serve as a temporary shelter for people in need during natural disasters, emergencies and severe weather.

### ICYSC

7. The ICYSC, which integrates children and youth centre services, outreaching social work service and school social work service under one

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management, aims at addressing the multifarious and changing needs of young people aged six to twenty-four through a holistic approach. With the flexibility in deploying manpower and other resources and through adopting different service approaches, the ICYSC provides four core programmes to young people, i.e. guidance and counselling service, supportive service for young people in disadvantaged circumstances, socialisation programmes and development of social responsibility and competence.

8. Upon completion, the Social Welfare Department would allocate the ICYSC to the Boys' and Girls' Clubs Association of Hong Kong for reprovisioning its Mei Foo ICYSC, which is now operated at two different locations in Mei Foo Sun Chuen shopping arcade. The total area of the two premises is 484 m<sup>2</sup>, which falls short of the accommodation requirement of 726 m<sup>2</sup> in internal floor area for a standard ICYSC.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be \$110.5 million in MOD prices (see paragraph 10 below), made up as follows –

	<b>\$ million</b>
(a) Site works	1.8
(b) Piling	9.8
(c) Building	47.8
(d) Building services	25.0
(e) Drainage works	1.1
(f) External works	5.3
(g) Furniture and equipment <sup>1</sup>	2.4

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<sup>1</sup> This is the estimated cost of furniture and equipment (F&E) for the proposed ambulance depot and CH. The F&E for the ICYSC will be funded by the Lotteries Fund.

		<b>\$ million</b>	
(h)	Consultants' fees	6.3	
(i)	contract administration	2.0	
(ii)	site supervision	4.3	
(i)	Contingencies	9.1	
	Sub-total	108.6	(in September 2006 prices)
(j)	Provisions for price adjustment	1.9	
	Total	110.5	(in MOD prices)

10. Of the \$110.5 million total capital cost, \$25.1 million is for provision of the ICYSC which would first be funded by the Capital Works Reserve Fund and then be reimbursed from the Lotteries Fund after project completion.

11. We propose to engage consultants to undertake contract administration and site supervision for the project. A breakdown of the estimate for consultants' fees by man-months is at Enclosure 3. The CFA of **180GK** is about 6 675 m<sup>2</sup>. The estimated construction unit cost, represented by the building and building services costs, is \$10,906 per m<sup>2</sup> of CFA in September 2006 prices. We consider this unit cost reasonable by reference to other comparable projects undertaken by the Government.

12. Subject to approval, we will phase the expenditure as follows –

<b>Year</b>	<b>\$ million (Sept 2006)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2007 – 08	4.0	0.99900	4.0
2008 – 09	15.0	1.00649	15.1
2009 – 10	68.0	1.01656	69.1

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Year	\$ million (Sept 2006)	Price adjustment factor	\$ million (MOD)
2010 – 11	12.0	1.02672	12.3
2011 – 12	9.6	1.03699	10.0
	108.6		110.5

13. We have derived the MOD estimates on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2007 to 2012. We intend to award the contract on a lump-sum basis because we can clearly define the scope of the works in advance. The contract will not provide for price adjustment because the contract period will not exceed 21 months.

14. We estimate the annual recurrent expenditure arising from the project to be about \$4.3 million.

## **PUBLIC CONSULTATION**

15. We consulted the Sham Shui Po District Council (SSPDC) on the proposed project in March, May and December 2006. Members of SSPDC supported the proposal, and suggested that the proposed government complex should be connected to a nearby footbridge being developed across Kwai Chung Road Flyover linking the Mei Foo Bus Terminus area. They have also raised some comments on the design of the project.

16. We have conducted a study on the proposal of connecting the proposed government complex to the nearby footbridge, and the study confirms the feasibility of the proposal. We have incorporated the footbridge extension into the project and have informed Members of SSPDC accordingly.

17. Regarding the design of the project, we have provided Members of SSPDC with the detailed layout. The SSPDC convened a case conference on 29 January 2007 to consider issues such as the project's detailed layout and site utilisation. Departments have responded to Members' suggestions after the meeting.

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18. We consulted the Legislative Council Panels on Security, Welfare Services and Home Affairs on the proposed works by circulation of an information paper on 19 March 2007. Members did not raise any comments on the proposed project.

## **ENVIRONMENTAL IMPLICATIONS**

19. The project is not a designated project under the Environmental Impact Assessment Ordinance, (Cap. 499). We completed a Preliminary Environmental Review (PER) for the project in October 2005. The PER concluded, and the Director of Environmental Protection (DEP) agreed, that the project would not have any long-term environmental impacts.

20. During construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contracts. These include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

21. We have considered the topography of the site in the planning and design stages to reduce the generation of construction and demolition (C&D) materials where possible. We will require the contractor to reuse inert C&D materials on site or in other suitable construction sites as far as possible (for example, use suitable excavated materials for filling within the site and use metal site hoardings and signboards so that these materials can be recycled or reused in other projects), in order to minimise the disposal of C&D materials to public fill reception facilities<sup>2</sup>. We will encourage the contractor to maximise the use of recycled or recyclable C&D materials, as well as the use of non-timber formwork to further minimise the generation of construction waste.

22. We will also require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. We will ensure that the day-to-day operations on site comply with the approved WMP. We will

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<sup>2</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of public fill in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

control the disposal of public fill, C&D materials and C&D waste to public fill reception facilities and landfills respectively through a trip-ticket system. We will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

23. We estimate that the project will generate about 5 890 tonnes of C&D materials. Of these, we will reuse about 3 310 tonnes (56.2%) on site, deliver 2 210 tonnes (37.5%) to public fill reception facilities for subsequent reuse. In addition, we will dispose of 370 tonnes (6.3%) at landfills. The total cost for accommodating C&D materials at public fill reception facilities and landfill sites is estimated to be \$105,920 for this project (based on a unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne at landfills<sup>3</sup>).

## TRAFFIC IMPACTS

24. We completed a Traffic Impact Assessment (TIA) for the project in June 2006. The TIA concluded that the project would have no adverse impact to local traffic.

## LAND ACQUISITION

25. The project does not require any land acquisition.

## BACKGROUND INFORMATION

26. We upgraded **180GK** to Category B in October 2005. We engaged consultants to carry out a PER and a TIA in September 2005 and March 2006 respectively and employed contractors to carry out site investigations and an underground utilities mapping in November and December 2005 respectively. We also engaged consultants to undertake the detailed design and preparation of tender document. The total cost of these services amounts to \$3.4 million. We charged this amount to block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in

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<sup>3</sup> This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.



Category D of the Public Works Programme”. The consultants and the contractors have completed the PER, the TIA, the detailed design, site investigations and the underground utilities mapping. The other consultant is preparing the tender document.

27. The proposed development will involve the removal of two trees to be transplanted elsewhere. All trees to be removed are not important trees<sup>4</sup>. We will incorporate planting proposals as part of the project, including estimated quantities of three new trees, 5 200 shrubs and 120 m<sup>2</sup> of grassed area.

28. We estimate that the proposed works under **180GK** will create 90 jobs (80 for labourers and another ten for professional/technical staff) providing a total employment of 1 700 man-months.

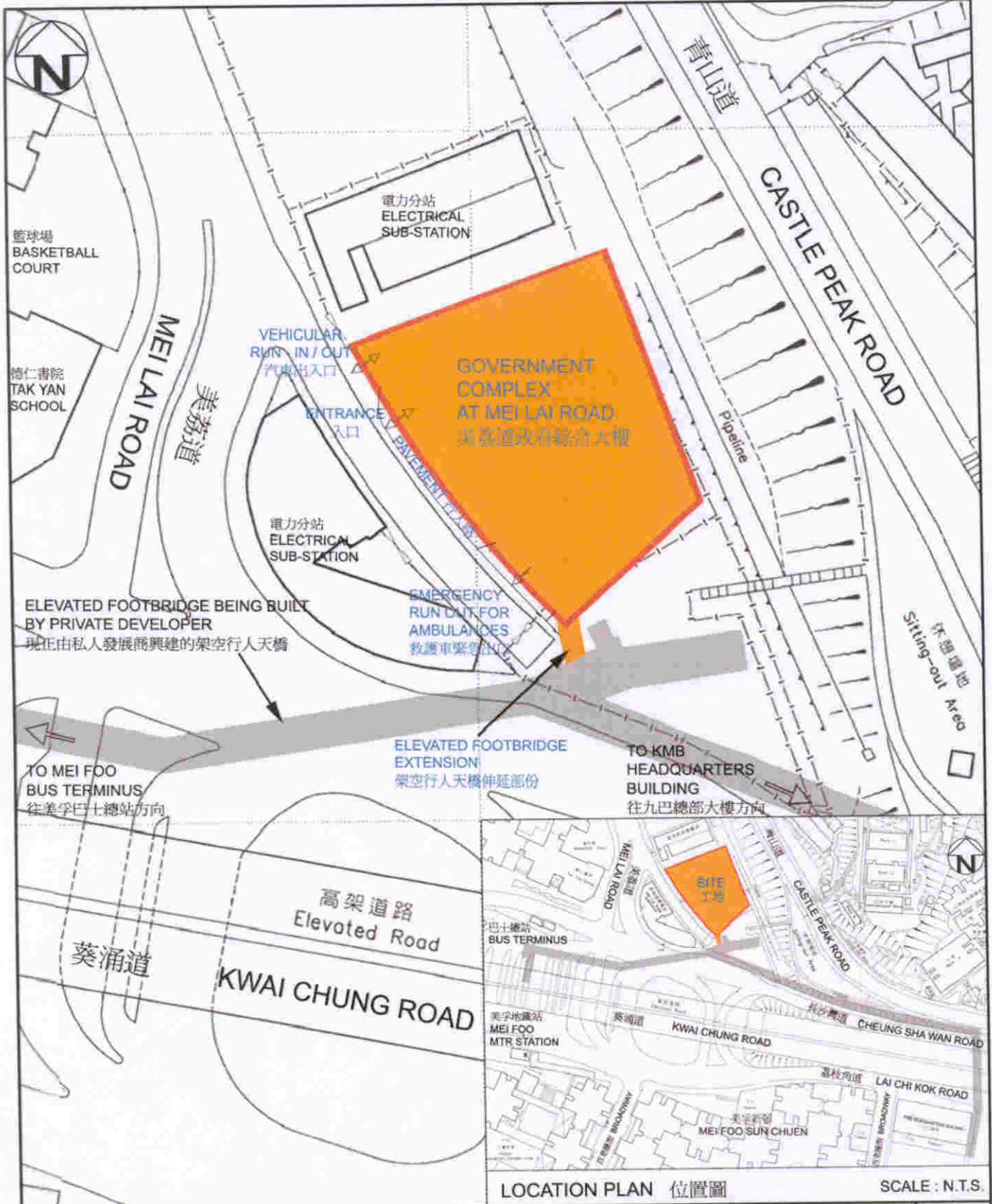
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Security Bureau  
April 2007

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4 Important trees refer to trees in the Register of Old and Valuable Trees, and any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 metres.




3180GK 荔枝角美孚 美荔道政府綜合大樓 GOVERNMENT COMPLEX AT MEI LAI ROAD, MEI FOO, LAI CHI KOK	Drawn by ESTHER LI	Date 04/07	Drawing no. AB/7029/XA001	Scale 1:800
	Approved K C MAK	Date 04/07	 ARCHITECTURAL SERVICES DEPARTMENT 建築署	
	Office PROJECT MANAGEMENT BRANCH 2			



南面構思圖 (模擬圖)  
 PERSPECTIVE VIEW FROM SOUTHERN DIRECTION (ARTIST'S IMPRESSION)



西北面構思圖 (模擬圖)  
 PERSPECTIVE VIEW FROM NORTH-WESTERN DIRECTION (ARTIST'S IMPRESSION)

3180GK 荔枝角美孚 美荔道政府綜合大樓 GOVERNMENT COMPLEX AT MEI LAI ROAD, MEI FOO, LAI CHI KOK	<b>Drawn by</b> ESTHER LI	<b>Date</b> 04/07	<b>Drawing no.</b> AB/7029/XA002	<b>Scale</b> N.T.S.
	<b>Approved</b> K C MAK	<b>Date</b> 04/07	 ARCHITECTURAL SERVICES DEPARTMENT 建築署	
	<b>Office</b> PROJECT MANAGEMENT BRANCH 2			

**180GK – Government complex at Mei Lai Road, Mei Foo, Lai Chi Kok****Breakdown of estimate for consultants' fees**

<b>Consultant's staff costs</b>		<b>Estimated man-months</b>	<b>Average MPS* salary point</b>	<b>Multiplier (Note 1)</b>	<b>Estimated fee (\$ million)</b>
(a) Contract administration (Note 2)	Professional	-	-	-	1.5
	Technical	-	-	-	0.5
(b) Site supervision (Note 3)	Professional	15.0	38	1.6	1.3
	Technical	104.1	14	1.6	3.0
				<b>Total</b>	<b>6.3</b>

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of resident site staff supplied by the consultants. (As at 1 January 2007, MPS point 38 = \$54,255 per month and MPS point 14 = \$18,010 per month.)
2. The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of **180GK**. The assignment will only be executed subject to Finance Committee's approval to upgrade **180GK** to Category A.
3. We will only know the actual man-months and actual costs after completion of the construction works.