

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

### **HEAD 703 – BUILDINGS**

#### **Law and Order – Police**

#### **277LP – Reprovisioning of Yau Ma Tei Police Station**

Members are invited to recommend to Finance Committee the upgrading of **277LP** to Category A at an estimated cost of \$982.9 million in money-of-the-day prices for the reprovisioning of the Yau Ma Tei Police Station.

### **PROBLEM**

Since construction of the Central Kowloon Route (CKR) will occupy the existing Yau Ma Tei Police Station (YMTPS), to ensure that the existing services of the police station will be maintained during construction, we need to construct a new YMTPS on the West Kowloon Reclamation as part of the advance works for the CKR.

### **PROPOSAL**

2. The Director of Architectural Services, with the support of the Secretary for Transport and Housing, proposes to upgrade **277LP** to Category A at an estimated cost of \$982.9 million in money-of-the-day (MOD) prices for the reprovisioning of YMTPS.

**/PROJECT .....**

## PROJECT SCOPE AND NATURE

3. We propose to construct a new YMTPS in the West Kowloon Reclamation. The proposed project site, covering an area of about 3 912 square metres (m<sup>2</sup>), is located at Yau Cheung Road, West Kowloon Reclamation. The scope of **277LP** comprises the provision of the following facilities –

- (a) report room and interview rooms;
- (b) offices;
- (c) support and operation facilities;
- (d) dangerous goods storage facilities;
- (e) parking spaces for police vehicles, parade and inspection area;
- (f) facilities for police staff including changing room, dining and physical training facilities; and
- (g) other ancillary facilities including briefing room, store rooms, equipment rooms, duty room and resource centre.

4. A site plan, layout plans, sectional plans and the perspective view (artist's impression) of the new YMTPS are at Enclosures 1 to 5. Subject to funding approval of the Finance Committee (FC), we plan to start the construction works in June 2013 and complete the works in the first quarter of 2016.

## JUSTIFICATION

5. The proposed CKR will provide an alternative express route enabling the vehicles to bypass the congested road sections in Central Kowloon, thus reducing journey time significantly. It is a 4.7 kilometre long dual three-lane trunk road, connecting Yau Ma Tei Interchange of West Kowloon Highway with the road network at Kai Tak Development and Kowloon Bay in East Kowloon. The adjacent areas including Wong Tai Sin, Ho Man Tin and Kowloon City will also be benefited by the improved traffic conditions. According to the current recommended alignment of CKR, the proposed tunnel of CKR will pass

/underneath .....

underneath part of the new wing, kitchen, laundry and carpark of the existing YMTPS located at the junction of Canton Road and Public Square Street. As that section of CKR tunnel is to be constructed mainly in soil stratum, the cut-and-cover construction method<sup>1</sup> will be adopted. Underpinning of the new wing of existing YMTPS will also be required. As such, the existing YMTPS will have to be occupied as works site when construction works are in progress. To ensure that the existing services of the police station will be maintained during construction, reprovisioning of YMTPS has to be carried out in advance.

6. The CKR project is at its detailed design stage. The Highways Department (HyD) schedules to gazette the CKR works project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) within 2013. Upon completion of relevant statutory procedures and subject to funding approval of the FC, construction works of the CKR will commence in 2015 for completion in about 5 years.

7. To facilitate the gradual commencement of the construction of the CKR in 2015, we propose to reprovision the existing YMTPS within the same district at Yau Cheung Road. To ensure that the existing services of the police station can be provided to the public during construction, we need to complete the reprovisioning works of the YMTPS in the first quarter of 2016. The site of existing YMTPS can only be vacated for the construction of CKR after the commissioning of the new YMTPS.

8. For convenience of the public, the proposed site at Yau Cheung Road for the reprovisioning of YMTPS is in the proximity of the existing YMTPS. The services provided by the existing YMTPS will be maintained. The existing YMTPS commissioned in 1923 is not equipped with fire services sprinkler system and full scale barrier-free access facilities and therefore not complied with the current requirements or standards. The new YMTPS will be equipped with the following enhanced facilities as compared with the existing YMTPS –

- (a) the provision of barrier-free access facilities such as accessible lifts, toilets and car parking space;

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<sup>1</sup> The cut-and-cover construction method involves installation of diaphragm wall and temporary piles within tunnel extent; excavation and formation of the trench and construction of tunnel within the trench; and backfilling of the trench afterwards.

- (b) the adoption of the New Generation Report Room design in order to enhance service quality, such as report counter with partitions, additional interview rooms and a purpose-built trauma room for vulnerable victims and witnesses in sensitive cases, the design of which will enhance the public's privacy in the report room; and
- (c) the enhancement of the design of cell facilities to improve the privacy of the detainees, such as the improved design of the in-cell toilet partition.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be \$982.9 million in MOD prices (please see paragraph 11 below), broken down as follows –

	<b>\$ million</b>
(a) Site works	4.1
(b) Piling	66.7
(c) Building	429.4
(d) Building services	167.7
(e) Drainage	8.6
(f) External works <sup>2</sup>	7.8
(g) Soft landscape works	3.2
(h) Additional energy conservation measures	9.6
(i) Furniture and equipment <sup>3</sup>	32.7

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<sup>2</sup> Examples include fence wall and other external facilities outside the new YMTPS.

<sup>3</sup> Calculation of the estimated cost is based on an indicative list of furniture and equipment.

		<b>\$ million</b>	
(j)	Consultants' fees for	4.8	
	(i) quantity surveying services	3.6	
	(ii) management of resident site staff	1.2	
(k)	Remuneration of resident site staff	10.5	
(l)	Contingencies	74.5	
	Sub-total	819.6	(in September 2012 prices)
(m)	Provision for price adjustment	163.3	
	Total	982.9	(in MOD prices)

10. We propose to engage consultants to undertake quantity surveying services and site supervision for **277LP**. A detailed breakdown of the consultant's fees and resident site staff costs is at Enclosure 6. The construction floor area (CFA) of **277LP** is 15 680 m<sup>2</sup>. The estimated construction unit cost, represented by building and building services costs, is \$38,080 per m<sup>2</sup> of CFA in September 2012 prices. We consider this comparable to that of similar design-and-build projects built by the Government.

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

<b>Year</b>	<b>\$ million (Sept 2012)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2013 – 14	56.0	1.06225	59.5
2014 – 15	210.0	1.12599	236.5
2015 – 16	367.0	1.19354	438.0
2016 – 17	72.0	1.26516	91.1

/2017 – 18 .....

Year	\$ million (Sept 2012)	Price adjustment factor	\$ million (MOD)
2017 – 18	66.0	1.34107	88.5
2018 – 19	38.0	1.41147	53.6
2019 – 20	10.6	1.48205	15.7
	819.6		982.9

12. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2013 to 2020. We will deliver the project through a design-and-build contract. We will award the contract on a lump-sum basis because the scope of works can be clearly defined in advance. The contract will provide for price adjustments.

13. We estimate the annual recurrent expenditure arising from the project to be \$15.6 million.

## **PUBLIC CONSULTATION**

14. During the public engagement exercises conducted by HyD from December 2012 to March 2013, the public supported the arrangements for the reprovisioning of the YMTPS. HyD consulted the Community Building Committee of Yau Tsim Mong District Council in February 2013 regarding the proposal for reprovisioning of YMTPS. Members supported the proposal.

15. We consulted the Legislative Council Panel on Transport on 15 March 2013. The Panel expressed support for the project.

**/ENVIRONMENTAL .....**

**ENVIRONMENTAL IMPLICATIONS**

16. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). There would not be any long term impact arising from the works on the environment. We undertake to implement the standard pollution control measures during construction as promulgated by the Director of Environmental Protection, as well as appropriate mitigation measures to control the short term environmental impact arising from the works. We have included in the project estimates the relevant expenses.

17. During construction, we will control noise, dust and site runoff nuisances to levels within established environmental standards and guidelines through the implementation of mitigation measures as required. These include the use of silencers/mufflers, acoustic lining/shields and the building of barrier walls for noisy construction activities, as well as frequent cleaning and watering of the site, and the provision of wheel-washing facilities to prevent dust nuisances.

18. At the planning and design stages, we have implemented measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>4</sup>. We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

19. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures. The plan will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan and will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will also control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

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<sup>4</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

20. We estimate that the project will generate in total about 4 985 tonnes of construction waste. Of these, we will reuse about 3 310 tonnes (66%) of inert construction waste on site. Apart from that, we will dispose of the remaining 1 675 tonnes (34%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at landfill sites is estimated to be \$209,375 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills<sup>5</sup>).

### **HERITAGE IMPLICATIONS**

21. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

### **LAND ACQUISITION**

22. The project does not require any land acquisition.

### **ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES**

23. The new YMTPS will adopt various forms of energy efficient features and renewable energy technologies for **277LP**, in particular –

- (a) water-cooled chiller (fresh-water);
- (b) automatic demand control of chilled water circulation system;
- (c) automatic demand control system for air supply; and
- (d) demand control of fresh air supply with carbon dioxide sensors.

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<sup>5</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 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

24. For greening features, there will be greening on rooftop and vertical greening as well as landscape features in the new YMTPS for environmental and amenity benefits.

25. For recycled features, we will adopt condensate water and rainwater recycling system for irrigating the greenery of the new YMTPS.

26. The total estimated additional cost for adoption of the energy conservation, green and recycled features is around \$9.6 million (including \$1.8 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 6.4% energy savings in the annual energy consumption with a payback period of about 8.1 years.

## **BACKGROUND INFORMATION**

27. Funding for **582TH** – “Central Kowloon Route – consultants' design fees and site investigations” under HEAD 706 was approved by the Legislative Council FC in April 2007. For **277LP**, we employed consultants to carry out Environmental Assessment, Sewerage Impact Assessment, Drainage Impact Assessment, Traffic Impact Assessment and Utility Mapping in 2010, and **277LP** was upgraded to Category B in September 2011. We also engaged a quantity surveying consultant to prepare tender document in May 2012. The total cost of the abovementioned tasks was about \$2.1 million, which was charged to the project vote of **582TH**. The consultants have completed all the above tasks.

28. The new wing and old wing of the existing YMTPS, which has been listed as a Grade II historic building, can both be preserved under the works of CKR. Regarding the long-term use of the existing YMTPS, HyD consulted the public from December 2012 to March 2013 during the phase 2 public engagement exercises of CKR.

29. There are 82 existing trees within the project boundary. The proposed works will involve the removal/felling of these 82 trees, subject to the finalised design. All trees to be felled are not important trees<sup>6</sup>. We will incorporate planting proposals as part of the project, including the planting of about 55 trees, 20 000 shrubs, groundcovers and climbers.

30. We estimate that the proposed works will create about 333 jobs (298 for labourers and 35 for professional/technical staff) providing a total employment of 8 130 man-months.

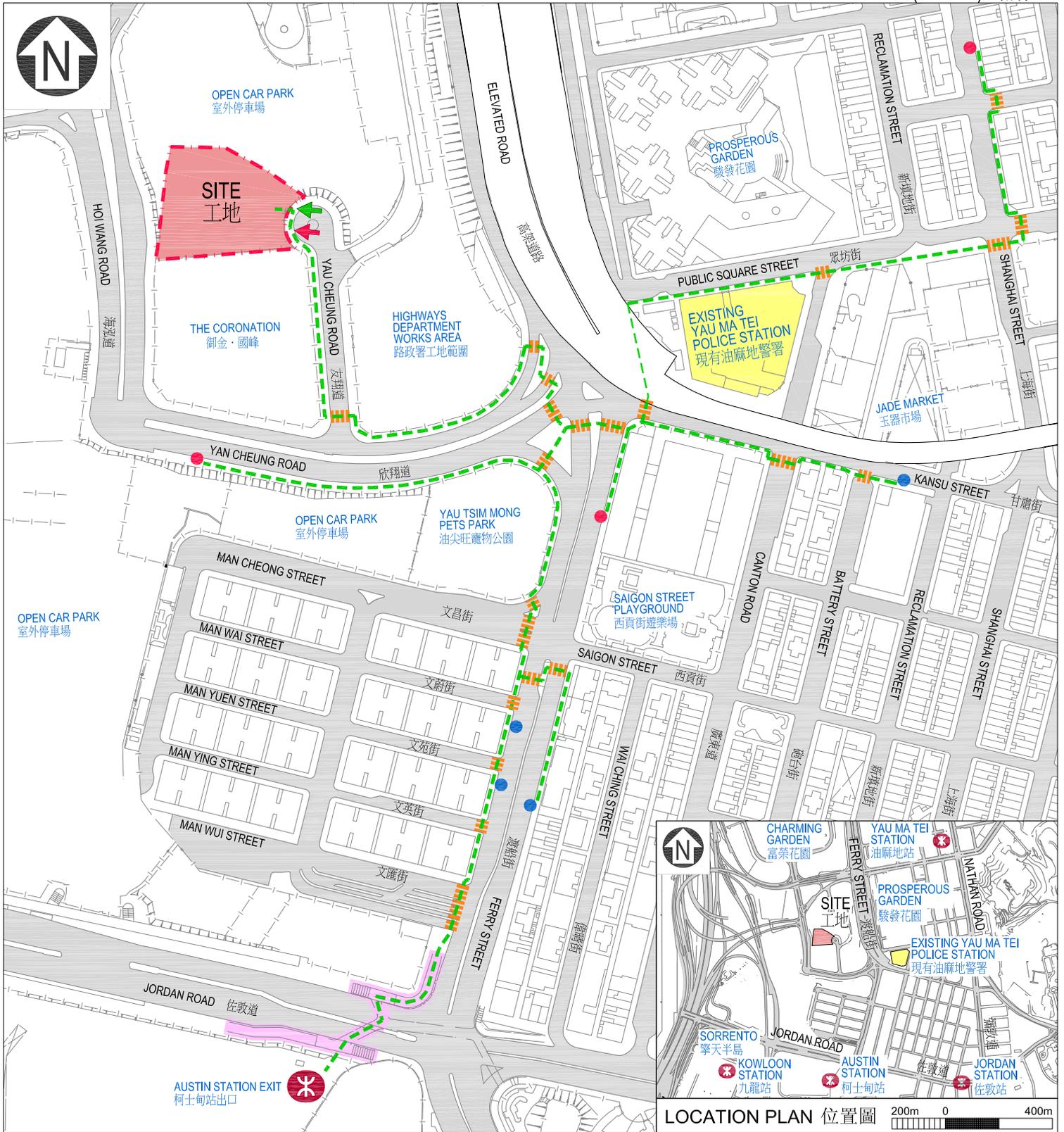
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Transport and Housing Bureau  
April 2013

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<sup>6</sup> “Important trees” refer to trees in the Register of Old and Valuable Trees, or 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 tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (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 (m) (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.



圖例 LEGEND

- |  |                                 |  |  |  |  |
|--|---------------------------------|--|--|--|--|
|  | 現有巴士站<br>EXISTING BUS STOP      |  | 無障礙通道<br>BARRIER-FREE ACCESS                     |  | 車輛出入口<br>VEHICULAR INGRESS / EGRESS    |
|  | 現有小巴站<br>EXISTING MINI-BUS STOP |  | 現有行人過路處<br>EXISTING AT GRADE PEDESTRIAN CROSSING |  | 無障礙出入口<br>BARRIER-FREE ENTRANCE / EXIT |
|  | 港鐵站出口<br>MTR STATION EXIT       |  | 現有行人隧道<br>EXISTING PEDESTRIAN TUNNEL             |  |  |



project title 項目名稱 277LP

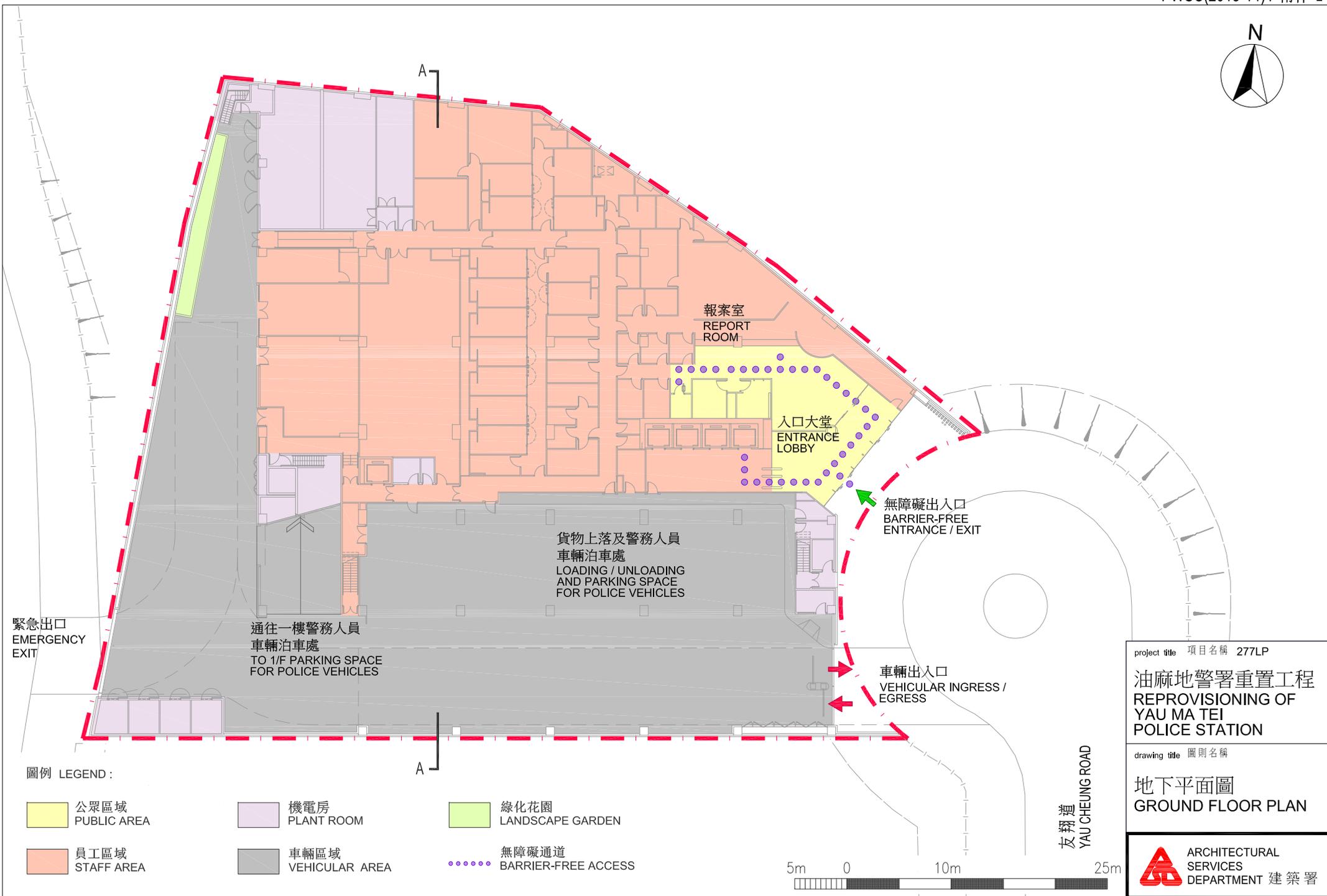
油麻地警署重置工程  
REPROVISIONING OF YAU MA TEI POLICE STATION

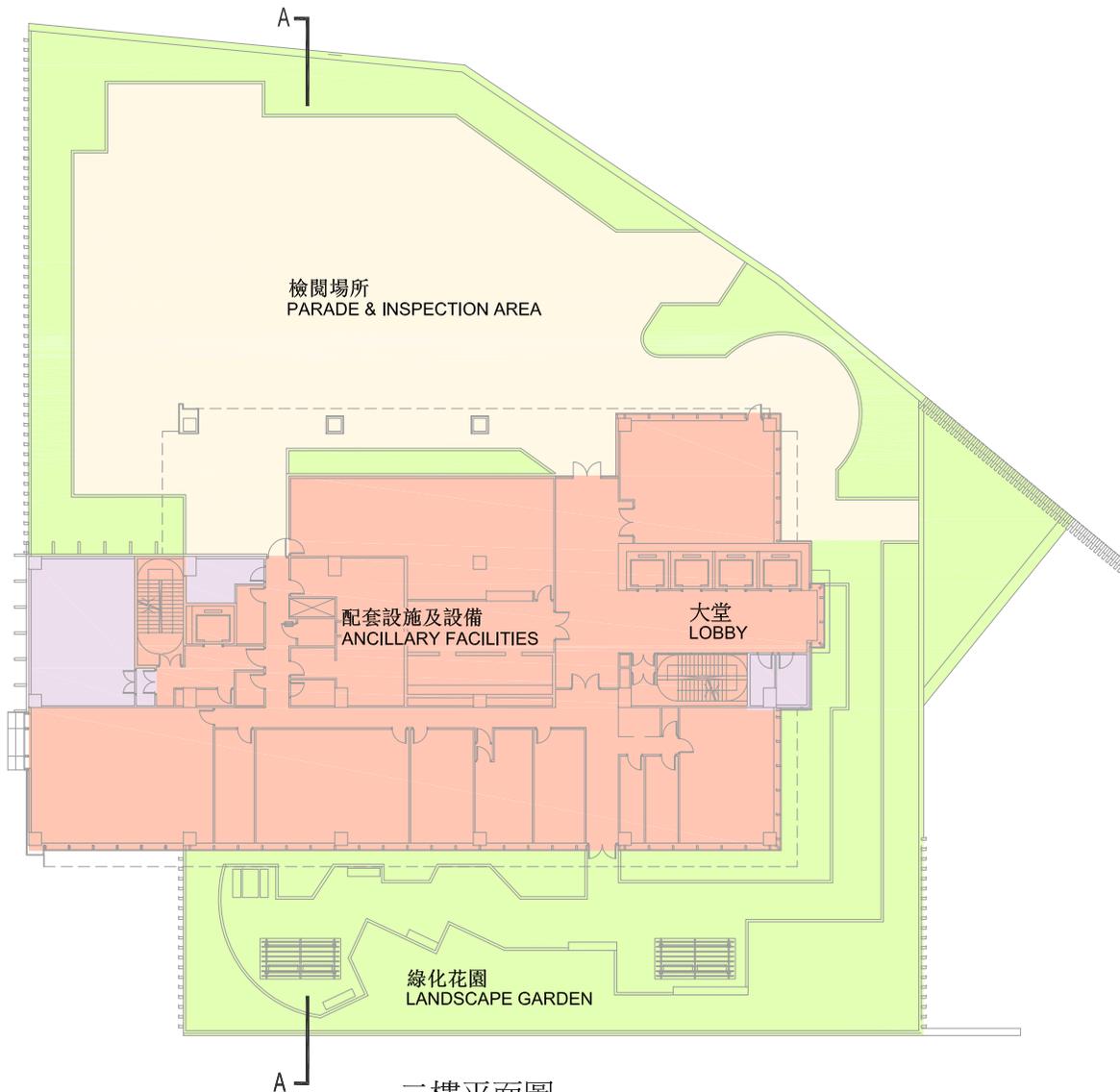
drawing title 圖則名稱

SITE PLAN 工地平面圖

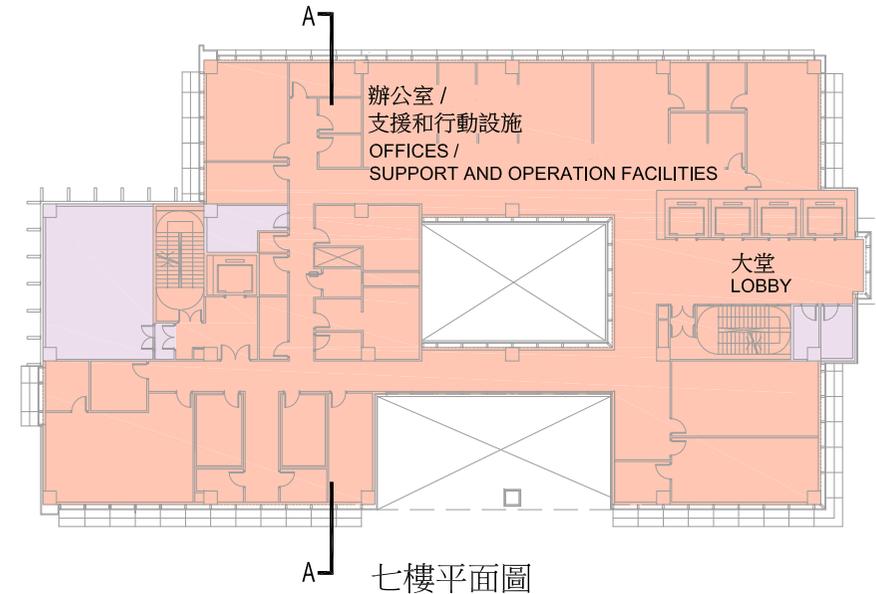


ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署





二樓平面圖  
SECOND FLOOR PLAN



七樓平面圖  
SEVENTH FLOOR PLAN

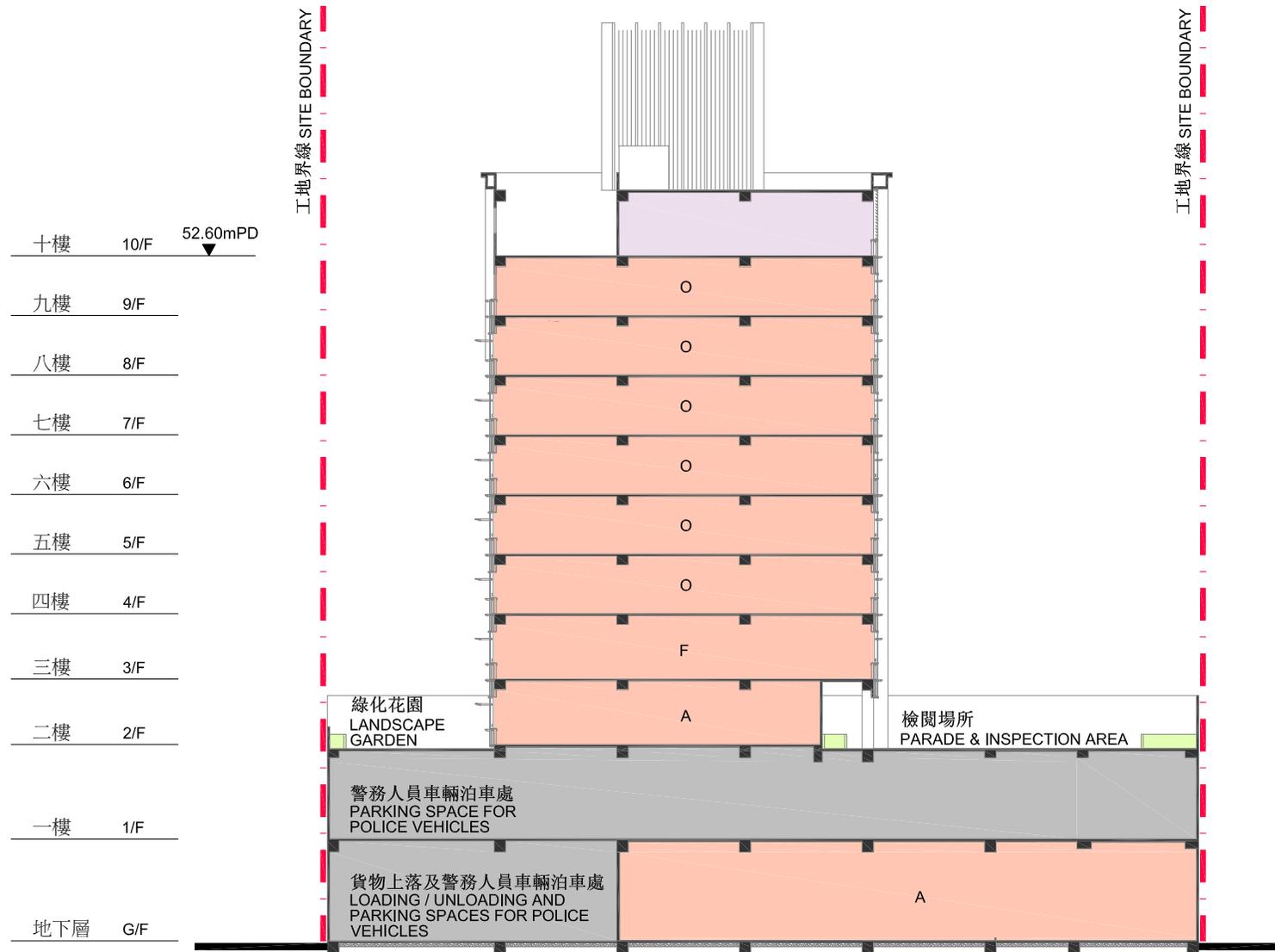
圖例 LEGEND :

- |   |  |
|---|--|
|  員工區域<br>STAFF AREA       |  機電房<br>PLANT ROOM                |
|  綠化花園<br>LANDSCAPE GARDEN |  檢閱場所<br>PARADE & INSPECTION AREA |



project title 項目名稱 277LP  
油麻地警署重置工程  
REPROVISIONING OF  
YAU MA TEI  
POLICE STATION  
drawing title 圖則名稱  
二樓及七樓平面圖  
SECOND AND SEVENTH  
FLOOR PLANS





圖例 LEGEND :

- A 配套設施及設備  
ANCILLARY FACILITIES
- F 警察員工設施  
FACILITIES FOR POLICE STAFF

- O 辦公室 / 支援和行動設施  
OFFICES / SUPPORT AND OPERATION FACILITIES
- 機電房  
PLANT ROOM

- 車輛區域  
VEHICULAR AREA
- 綠化花園  
LANDSCAPE GARDEN

project title 項目名稱 277LP  
**油麻地警署重置工程**  
**REPROVISIONING OF**  
**YAU MA TEI**  
**POLICE STATION**

drawing title 圖則名稱  
**剖面圖 A-A**  
**SECTION A-A**

**ARCHITECTURAL SERVICES DEPARTMENT 建築署**





project title 項目名稱 277LP

油麻地警署重置工程  
REPROVISIONING OF  
YAU MA TEI  
POLICE STATION

drawing title 圖則名稱

從東南面望向警署的  
構思透視圖  
PERSPECTIVE VIEW  
FROM SOUTHEAST  
DIRECTION  
(ARTIST'S IMPRESSION)



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署

## Enclosure 6 to PWSC(2013-14)4

### 277LP – Reprovisioning of Yau Ma Tei Police Station

#### Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2012 prices)

		Estimated man- months	Average MPS <sup>*</sup> salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a)	Quantity surveying services <sup>(Note 2)</sup>	–	–	–	1.8
		–	–	–	1.8
				Sub-total	3.6
(b)	Resident site staff costs <sup>(Note 3)</sup>	30	38	1.6	3.2
		237	14	1.6	8.5
				Sub-total	11.7
Comprising -					
(i) Consultants' fees for management of resident site staff					1.2
(ii) Remuneration of resident site staff					10.5
				<b>Total</b>	<b>15.3</b>

\* MPS = Master Pay Scale

#### Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of resident site staff supplied by the consultants. (As at now, MPS salary point 38 = \$65,695 per month and MPS salary point 14 = \$22,405 per month.)
2. The consultant's staff cost for quantity surveying services is calculated in accordance with the existing consultancy agreement for the quantity surveying services for **277LP**. The consultancy assignment will only be executed subject to the Finance Committee's funding approval to upgrade **277LP** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.