

**For Discussion  
on 7 February 2014**

## **LEGISLATIVE COUNCIL PANEL ON FINANCIAL AFFAIRS**

### **Construction of West Kowloon Government Offices**

#### **PURPOSE**

This paper seeks Members' views on the proposal to construct a joint-user government office building in West Kowloon.

#### **PROPOSAL**

2. It is the Government's policy to accommodate its offices in government-owned properties as circumstances permit and relocate non-location-bound government offices out of high value areas, including the Central Business Districts ("CBDs"). We propose building the West Kowloon Government Offices ("WKGO") on a site of about 10 000 square metres ("m<sup>2</sup>") located at 11 Hoi Ting Road, Yau Ma Tei (please refer to **Enclosure** for the site plan). WKGO will be used mainly to reprovision some of the government offices currently accommodated in leased private premises in the urban areas, the three government office buildings at the Wan Chai waterfront and the Yau Ma Tei Multi-storey Carpark Building ("YMTMCB"), which is planned for demolition.

3. We will adopt a "high and low blocks" design for WKGO as proposed by the Yau Tsim Mong District Council ("YTMDC"). Subject to the final design, WKGO will comprise two blocks of 16 and 18 storeys respectively, providing an estimated total net operation floor area<sup>1</sup> ("NOFA") and construction floor area<sup>2</sup> ("CFA") of around 50 500 m<sup>2</sup> and 115 000 m<sup>2</sup> respectively, and an underground car park.

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<sup>1</sup> NOFA is the floor area actually allocated to the users of a building for carrying out the intended activities. Unlike CFA which takes into account all areas within the building structure envelope, NOFA does not include areas for toilets, bathrooms and shower rooms, lift lobbies, stair halls, public / shared corridors, stairwells, escalators and lift shafts, pipe / services ducts, barrier-free access facilities, gender mainstreaming facilities, refuse chutes and refuse rooms, balconies, verandahs, open decks and flat roofs, parking spaces, loading and unloading areas, mechanical plant rooms, etc.

<sup>2</sup> On calculation of CFA, please refer to Footnote (1). The estimated CFA has been preliminarily calculated with reference to the basic information of the project. Paragraph 6 of this document states that the project

## PROJECT SCOPE AND BENEFITS

4. WKGO will provide space for the following uses:
- (a) about 60% of NOFA of the building will be used for reprovisioning government offices accommodated in leased private premises in Wan Chai, Tsim Sha Tsui, Mong Kok and Kwun Tong. The estimated annual saving in rental expenditure is about \$150 million, and the vacated premises will help boost the supply of commercial office space for lease in CBDs;
  - (b) about 22% of NOFA of the building will be used for reprovisioning some of the government offices accommodated in the three government office buildings at the Wan Chai waterfront;
  - (c) about 12% of NOFA of the building will be used for reprovisioning some of the government offices accommodated in YMTMCB, which will be demolished when the main construction works of the Central Kowloon Route (“CKR”) <sup>3</sup> project are underway. The government offices to be reprovisioned in WKGO will continue to deliver public services to local residents; and
  - (d) the remaining 6% of NOFA of the building is earmarked for a student health service centre, a government dental clinic<sup>4</sup>, a public area for displaying artwork and property management facilities, etc.
5. The project involves reprovisioning arrangements for eight departments. The departments to be relocated to WKGO will provide front-line services to the public. These include a Social Welfare Department office for processing applications for Comprehensive Social Security Assistance, Old Age Allowance and Old Age Living Allowance, a Buildings

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will be implemented through the Design-and-Build (“D&B”) approach. Upon confirmation of the design for WKGO by the contractor, we will be able to provide more concrete information.

<sup>3</sup> CKR will connect the Yau Ma Tei Interchange in West Kowloon with Kowloon Bay and Kai Tak Development in East Kowloon, hence diverting the traffic away from the east-west corridors in Kowloon. This will relieve the existing congestion problems and cater for traffic demand generated by future developments. It is estimated that, after the commissioning of CKR, the journey time between Yau Ma Tei and Kowloon Bay via CKR at the peak hours will only take around five minutes, thus resulting in a saving of around 25 to 30 minutes in comparison to the journey time without CKR.

<sup>4</sup> The government dental clinic will provide services to civil servants and eligible persons.

Department office for processing applications concerning minor works, a Department of Health office for providing physical examination and health assessment to primary and secondary school students and the Lands Department's counter service for the sale of maps and land survey information, etc.

## **PROJECT DELIVERY**

6. The project will be implemented through the D&B approach. A contractor will be selected through tendering to design and build WKGO in accordance with the Administration's requirements. We will clearly stipulate that the planning and design of the project must take into account various factors, including impacts on visual effect, air ventilation, nearby traffic (including pedestrian and vehicular flow), and also conform with the Government's policy on barrier-free access and energy conservation.

7. On environmental protection, the contractor must use high-efficiency low-reflective glass in building facade design to allow good light penetration, in order to avoid having impacts on the buildings and residents in the vicinity. WKGO will also incorporate various energy conservation features, including the use of a high-efficiency water cooled chiller (fresh water), demand control of fresh air supply with carbon dioxide sensors and photovoltaic system, as well as light-emitting diode lighting and occupancy sensors where suitable in common facilities and areas (such as meeting rooms, pantries, toilets and lift lobbies, etc). On greenery, WKGO will be provided with greening on the ground level and rooftop, as well as vertical greening.

8. This works project is not a designated project under the Environmental Impact Assessment Ordinance (Chapter 499) and will not cause any long-term adverse environmental impacts. However, the contractor must implement various mitigation measures during the construction period to control short term environmental impacts. Such measures include:

- (a) properly controlling dust, site run-off and noise problems, etc. through measures including frequent watering and cleaning of the site, providing wheel-washing facilities, using suitable noise suppressing devices and acoustic linings or shields for construction activities, etc. During the construction period, the contractor must liaise closely with the schools in the vicinity and make necessary arrangements to minimise disturbance to school operation;
- (b) arranging construction vehicles to access the site through the area near Hoi Wang Road reserved for the future public open space throughout the construction period, keeping the site access at a distance from Hoi Ting

Road and the schools in the vicinity. A buffer zone for construction vehicles will also be provided at the future public open space. This will serve as a temporary stopover for construction vehicles so as to forestall build-up of traffic on Hoi Wang Road; and

- (c) putting up additional facilities such as landscaped barriers etc. along the site facing the Hoi Ting Road site to beautify the surrounding environment.

9. We, together with all relevant departments, will closely monitor the situation during the construction period and maintain close contacts with the schools in the vicinity, including the formation of a Task Force Group comprising representatives of the schools, member of the District Council constituency concerned and the contractor. We will arrange designated officers to liaise with the Task Force Group during the construction period and monitor the construction works to ensure that the necessary arrangements are duly put in place to minimise the impacts of the construction works on the surrounding environment.

10. According to the existing schedule, the project will commence in the second half of 2015. In the first few months, only early preparatory work will be carried out. It is estimated that reinstatement works will be carried out on the Guangzhou–Shenzhen–Hong Kong Express Rail Link (“XRL”) site at the junction of Hoi Wang Road and Hoi Ting Road in 2015. The site will be returned to the Government upon completion of the works in the third quarter of that year. To reduce the impacts on residents and the schools in the vicinity, we will liaise closely with the Mass Transit Railway Corporation Limited and coordinate the work programmes so that the major works of the WKGO and XRL projects will not be carried out at the same time.

11. Upon completion of WKGO, we will review the traffic conditions in the district and adjacent areas, including traffic flow, public transport services, transport facilities and the concerns of stakeholders, etc. We will, if necessary, introduce appropriate measures (such as implementing traffic engineering works and adjusting public transport services, etc.) and consult the District Council on the concrete proposals.

## **IMPLEMENTATION**

12. The project will be implemented through the D&B approach. We estimate that as at September 2013 price level, the construction unit cost<sup>5</sup> of the project will be around \$30

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<sup>5</sup> In general, construction costs include site work, piling, building, building services, drainage work and external work, etc. The estimated construction unit cost is based on the sum of building costs and building services costs. For other cost items (including site work, piling, drainage and external work. etc), as they

000/m<sup>2</sup> to \$33 000/m<sup>2</sup> (the figure will be adjusted in accordance with the money-of-the day prices). We will be in a position to provide detailed information on the construction costs and the works involved after finalising the design. We will formally seek funding approval from LegCo in the first half of 2015.

13. Subject to funding approval, construction works will commence in the second half of 2015 and be carried out in two phases to tie in with the site availability. We expect that Phase I and Phase II of the project will be completed respectively in late 2018 and early 2019.

## **EMPLOYMENT OPPORTUNITIES**

14. We estimate that the WKGO project will create about 2 100 jobs (comprising positions for professional / technical staff and labourers).

## **PUBLIC CONSULTATION**

15. We have consulted the YTMDC and a number of local stakeholders (including the Incorporated Owners of a residential estate and the schools in the vicinity) on this project and put forward various recommendations in response to their concerns. At the meeting of YTMDC on 12 December 2013, Members discussed and supported the construction of WKGO.

## **WAY FORWARD**

16. We plan to launch the tendering exercise for the project in March 2014 and submit the funding proposal to Public Works Sub-Committee and seek funding approval from the Finance Committee of LegCo in the first half of 2015.

## **ADVICE SOUGHT**

17. Members are invited to support the Administration's proposal to construct WKGO.

## **Financial Services and the Treasury Bureau January 2014**

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will be directly affected by the configuration and ground conditions of the site, developments and facilities in the vicinity etc., the details could only be provided after finalising the design. The construction costs will also be affected by the prevailing tender market condition at the time and the contractor's design. We will provide details to the Public Works Sub-Committee of the Legislative Council ("LegCo") after completing the exercise for selecting the contractor and finalising the design and the project costs.

