

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

### **HEAD 703 – BUILDINGS**

#### **Support – Others**

#### **182GK – Reprovisioning of Food and Environmental Hygiene Department Sai Yee Street Environmental Hygiene offices-cum-vehicle depot at Yen Ming Road, West Kowloon Reclamation Area**

Members are invited to recommend to Finance Committee the upgrading of **182GK** to Category A at an estimated cost of \$1,549.9 million in money-of-the-day prices for the reprovisioning of Food and Environmental Hygiene Department Sai Yee Street Environmental Hygiene offices-cum-vehicle depot at Yen Ming Road, West Kowloon Reclamation Area.

### **PROBLEM**

We need to reprovision the offices-cum-vehicle depot of the Food and Environmental Hygiene Department (FEHD) currently located at Sai Yee Street (the Premises), thereby releasing the site for early redevelopment.

### **PROPOSAL**

2. The Director of Architectural Services, with the support of the Secretary for Food and Health, proposes to upgrade **182GK** to Category A at an estimated cost of \$1,549.9 million in money-of-the-day (MOD) prices for the reprovisioning of the Premises currently located at Sai Yee Street to a site at Yen Ming Road, West Kowloon Reclamation Area.

**/PROJECT .....**

**PROJECT SCOPE AND NATURE**

3. The project site occupies an area of 8 278 square meters (m<sup>2</sup>) at Yen Ming Road, West Kowloon Reclamation Area. The scope of works under **182GK** includes the provision of —

- (a) vehicle depot
  - (i) carparking spaces for 145 vehicles (including goods vehicles, light buses, saloon cars, refuse collection vehicles and street washing vehicles);
  - (ii) vehicle maintenance workshop facilities;
  - (iii) vehicle washing facilities including automatic vehicle washing machine and vehicle washing bays; and
  - (iv) special ancillary equipment including a sewage system for foul water, waste oil tank and other environmental improvement facilities.
- (b) storage
  - (i) dangerous goods stores and storage area to accommodate the Kowloon Main Store (at the Premises at Sai Yee Street) and the Hong Kong Main Store (at Whitfield Vehicle Depot); and
  - (ii) loading and unloading area for delivery or distribution of stores.
- (c) offices
  - (i) Transport Section Headquarters Office;
  - (ii) Supplies Section Office;
  - (iii) offices for Hawkers and Markets Section (Kowloon), Hawker Control Task Force (Kowloon), Environmental Hygiene Section (Kowloon), Intelligence Unit (Kowloon) and Hawker Control Team (Mong Kok);
  - (iv) Communication Resource Unit with a Resource Centre; and

/(v) .....

- (v) Joint Office (Buildings Department and FEHD) for investigating water seepage complaints (Sham Shui Po).
- (d) other ancillary facilities, e.g. store room with freezer and refrigerators for keeping food exhibits; and
- (e) the demolition of the existing building structures at Sai Yee Street.

4. A plan showing the existing premises at Sai Yee Street is at Enclosure 1. A site plan, layout plans, a sectional plan, artist's impressions and a barrier free access plan for the project are at Enclosures 2 to 12. Subject to funding approval of the Finance Committee, we plan to commence construction in early 2016 for completion in mid-2018. Upon commissioning of the Premises, we plan to commence the demolition works mentioned in paragraph 3(e) in mid-2019 for completion in the third quarter of 2020 for returning the vacant site to Lands Department.

## JUSTIFICATION

5. The existing premises at Sai Yee Street were commissioned in 1968. The Premises occupy a site area of about 6 500 m<sup>2</sup> at the central area of Mong Kok. Accommodating more than 650 FEHD staff, the Premises are among the main offices of a number of operational sections of FEHD. Further, the storage areas at the Premises are for storing supplies such as personal protective equipment, disinfectants, items and spare parts for vehicle repair and maintenance.

6. The Premises also accommodate a vehicle depot that provides parking spaces, washing, repair and maintenance services for FEHD vehicles. A total of 54 FEHD vehicles are parked in the Premises.

7. Subsequent to a fatal traffic accident in Mong Kok in June 2009, the Yau Tsim Mong District Council (YTMDC) strongly requested the Government to provide a public transport terminus (PTT) at Sai Yee Street early to improve the traffic condition in the area.

8. As proposed under the “Area Improvement Plan for the Shopping Areas of Mong Kok” completed by the Planning Department (PlanD) in 2009, the site currently housing the FEHD and Water Supplies Department facilities at Sai Yee Street and the adjoining temporary carpark could be considered for redevelopment for commercial use with the provision of a PTT to accommodate some of the light bus and cross-boundary bus services in the district so as to improve the traffic conditions and road safety in the area. With the proposed redevelopment, public open space can also be provided to enhance the streetscape of the vicinity. The proposal would require reprovisioning of the Premises in order to release the Sai Yee Street site for redevelopment. The YTMDC has also been actively pursuing the proposed PTT and early implementation of the project.

9. The reprovisioning of the Premises, which was built more than 40 years ago, also provides opportunities to bring the various facilities up to current service requirements and standards. The existing depot area, which is mostly unsheltered, could only accommodate around 50 vehicles, falling far short of the requirement of the existing vehicle fleet serving districts in West Kowloon. There is no space to accommodate some 35 refuse collection vehicles, eight street washing vehicles and nine general purpose vehicles serving Yau Tsim Mong (YTM) and Sham Shui Po (SSP) districts. These vehicles are currently parked at the Cha Kwo Ling vehicle depot and have to ply between Cha Kwo Ling and YTM or SSP districts every day causing unnecessary and non-productive mileage, aggravating air pollution and traffic in these districts.

10. The site at Yen Ming Road, West Kowloon Reclamation Area is found suitable for the reprovisioning. It would allow the parking of the above-mentioned vehicles, and is within easy reach from the target service areas (namely YTM and SSP districts) of the vehicles. It is also easily accessible by market tenants and hawker licensees in the Kowloon region who need to deal with market stalls and hawker licensing matters.

## **FINANCIAL IMPLICATIONS**

11. We estimate the capital cost of the project to be \$1,549.9 million in MOD prices (please see paragraph 13 below), broken down as follows –

/(a) .....



			\$ million	
(a)	Site works		7.1	
(b)	Piling		173.8	
(c)	Building		583.5	
(d)	Building services		176.8	
(e)	Drainage		8.5	
(f)	External works		34.0	
(g)	Demolition works		72.8	
(h)	Additional conservation, green and recycled features		26.4	
(i)	Furniture and equipment <sup>1</sup>		9.7	
(j)	Consultants' fees for		27.0	
	(i) contract administration	25.0		
	(ii) management of resident site staff (RSS)	2.0		
(k)	Remuneration of RSS		15.5	
(l)	Contingencies		113.5	
	Sub-total		1,248.6	(in September 2014 prices)
(m)	Provision for price adjustment		301.3	
	Total		1,549.9	(in MOD prices)

/12. ....

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<sup>1</sup> The estimated cost is based on an indicative list of furniture and equipment required.

12. We propose to engage consultants to undertake contract administration and site supervision for the building works. A detailed breakdown of the estimate for consultants' fees and resident site staff costs by man-months is at Enclosure 13. The construction floor area (CFA) of **182GK** is about 27 713 m<sup>2</sup>. The estimated construction unit cost, represented by the building and building services costs, is \$27,435 per m<sup>2</sup> of CFA in September 2014 prices. We consider this comparable to that of similar projects built by the Government.

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

Year	\$ million (Sept 2014)	Price adjustment factor	\$ million (MOD)
2015 – 16	5.0	1.05725	5.3
2016 – 17	235.0	1.12069	263.4
2017 – 18	320.0	1.18793	380.1
2018 – 19	430.0	1.25920	541.5
2019 – 20	130.0	1.33475	173.5
2020 – 21	70.0	1.40483	98.3
2021 – 22	40.0	1.47507	59.0
2022 – 23	18.6	1.54882	28.8
	<hr/> 1,248.6 <hr/>		<hr/> 1,549.9 <hr/>

14. 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 2015 to 2023. We will deliver the construction works through a lump-sum contract because we can clearly define the scope of the works in advance. The contract will provide for price adjustment.

15. We estimate the additional annual recurrent expenditure arising from this project to be \$23.6 million.

**/PUBLIC .....**

## PUBLIC CONSULTATION

16. Since 2012, we have initiated consultation on the reprovisioning proposal, responding to the comments of various stakeholders, including members of YTMDC, YTM West Area Committee, YTM North Area Committee, owners' committees and owners' corporation of nearby residential buildings, principals and parents' representatives of the schools in its proximity as well as the owners of the building, container handling area and pier opposite the reprovisioning site. With the help of YTM District Office, three rounds of local consultation were conducted in 2012 and 2014 to solicit stakeholders' views on the project. We also attended several residents' fora and organised a number of meetings and site visits to clarify the impact of the project. To address concerns on possible adverse impact of the reprovisioned depot on traffic, road safety and the environment, we have substantially revised the vehicle routes to avoid using roads which are in close proximity to residential areas, and from using junctions with heavy traffic. In addition, the travelling schedule of FEHD vehicles has been adjusted according to the road use pattern of other road users in the neighbourhood to minimise impacts on them.

17. We presented the latest progress of the project, and the outcome of local consultation to the Food and Environmental Hygiene Committee (FEHC) of YTMDC on 29 May 2014. After deliberations, FEHC supported the reprovisioning project at Yen Ming Road. As the project site is close to SSP, we also briefed the Environment and Hygiene Committee (EHC) of the Sham Shui Po District Council (SSPDC) on 22 May 2014, covering issues including the vehicle routes as well as the findings of the traffic impact assessment and environmental impact assessment (EIA). We further informed EHC of SSPDC on 17 July 2014 of the support given by FEHC of YTMDC to the reprovisioning project. EHC of SSPDC had no objection to the project.

18. As the site at Yen Ming Road falls within the harbourfront areas, FEHD consulted the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing on 12 February 2014. The Task Force had no objection in-principle to the project. The Task Force was pleased to note that a Resource Centre within the Communication Resource Unit will be located in the project.

19. We consulted the Legislative Council Panel on Food Safety and Environmental Hygiene on 11 November 2014. The Panel supported the submission of the funding proposal to the Public Works Subcommittee. In response to individual Members' request, the Administration provided supplementary information on the selection of the reprovisioning site via a letter to the Panel Chairman on 26 February 2015.

**/ENVIRONMENTAL .....**

**ENVIRONMENTAL IMPLICATIONS**

20. The proposed offices-cum-vehicle depot at Yen Ming Road is a designated project under Schedule 2 to the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). An Environmental Permit (EP) is required for the construction and operation of the project. In November 2013, the EIA report for the project was approved and an EP was granted under the EIAO. The EIA report concluded that the environmental impact of the project can be controlled to within the criteria under the EIAO and the Technical Memorandum on EIA Process. We shall implement the mitigation measures recommended in the approved EIA report. We have included in the project estimates the cost to implement all necessary measures to mitigate the environmental impacts.

21. During construction, we will control noise, dust and site run-off nuisances to levels within established standards and guidelines through the implementation of mitigation measures. These measures include the use of quieter equipment and movable noise barriers to reduce noise impact, frequent cleaning and watering of the site, and provision of wheel-washing facilities. We will carry out site inspections to ensure that these recommended mitigation measures and good site practices are properly implemented.

22. The demolition of the existing building structures at Sai Yee Street is not a designated project under the EIAO. We have completed the Preliminary Environmental Review (PER) in November 2014, which concluded that the demolition works would not cause any long-term adverse environmental impact with proposed mitigation measures implemented. We have included in the project estimates the cost to implement all necessary measures to control short-term environmental impacts.

23. During demolition, we will control noise, dust and site run-off nuisances to levels within established standards and guidelines through the implementation of mitigation measures. These measures include proper scheduling of works and use of quieter equipment and noise screens or enclosures to reduce noise impact, frequent cleaning and watering of the site, and provision of wheel-washing facilities.

/24. ....

24. At the planning and design stages, we have considered 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 within the site) 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>2</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

25. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means 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. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

26. We estimate that the project will generate in total about 35 680 tonnes of construction waste. Of these, we will reuse about 15 650 tonnes (43.9%) of inert construction waste on site and deliver 14 150 tonnes (39.6%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 5 880 tonnes (16.5%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$1.1 million for this project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation).

**/HERITAGE .....**

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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 (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

**HERITAGE IMPLICATIONS**

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

**LAND ACQUISITION**

28. The project does not require any land acquisition.

**ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES**

29. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular –

- (a) water cooled chillers (fresh-water cooling tower);
- (b) automatic demand control of chilled water circulation system;
- (c) demand control of fresh air supply with carbon dioxide sensors;
- (d) building energy management system for large installations;
- (e) lift power regeneration;
- (f) solar hot water system; and
- (g) photovoltaic system.

30. For greening features, we will provide greening at the pedestrian zone, roof and vertical greening at building facade as well as landscape features for environmental and amenity benefits.

31. For recycled features, we will adopt rain water harvesting system to collect rain water for irrigation purpose.

32. The total estimated additional cost for adoption of the above features is around \$26.4 million (including \$4.1 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 9.8 % energy savings in the annual energy consumption with a payback period of about 5.9 years.

## BACKGROUND INFORMATION

33. We upgraded **182GK** to Category B in September 2010. We engaged consultants to undertake various services, including layout design, detailed design, Topographical Survey, Utility Mapping, Traffic Impact Assessment, EIA Study, Risk Assessment, Value Management Services, Air Ventilation Assessment, Building Environmental Assessment Certification, PERs, Ground Investigation, Quantity Surveying Services and others since February 2012, at a total cost of about \$26.1 million. The services and works by the consultants are funded under block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. Tender documentations are under preparation and all pre-construction services are planned for completion in July 2015.

34. Of the 14 existing trees within the project boundary, one will be preserved. The proposed works will involve the removal of 13 trees. All trees to be removed are not important trees<sup>3</sup>. We will incorporate planting proposals as part of the project, including the planting of about 48 trees, 17 979 shrubs, 16 325 groundcovers, 468 climbers and 652 m<sup>2</sup> of grassed area.

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<sup>3</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 –

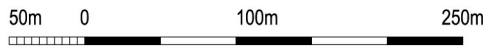
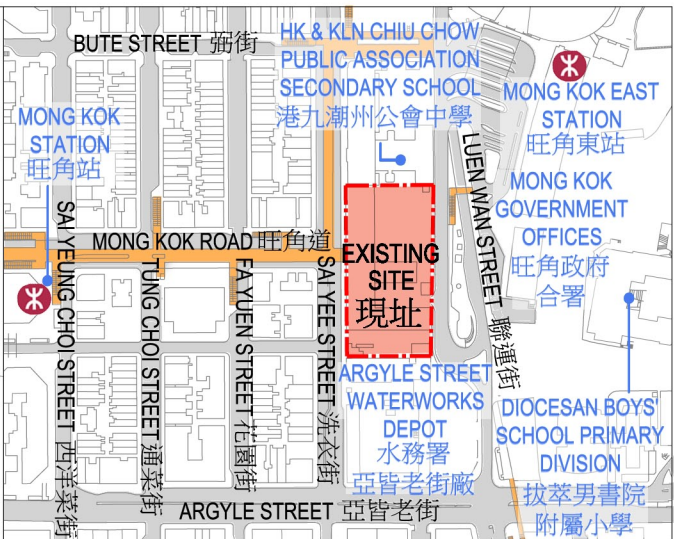
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking 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 or canopy spread equal or exceeding 25 m.

35. We estimate that the proposed works will create about 510 jobs (460 for labourers and another 50 for professional or technical staff) providing a total employment of 10 720 man-months.

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Food and Health Bureau  
April 2015

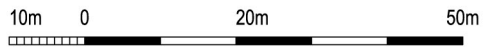




LOCATION PLAN 位置圖

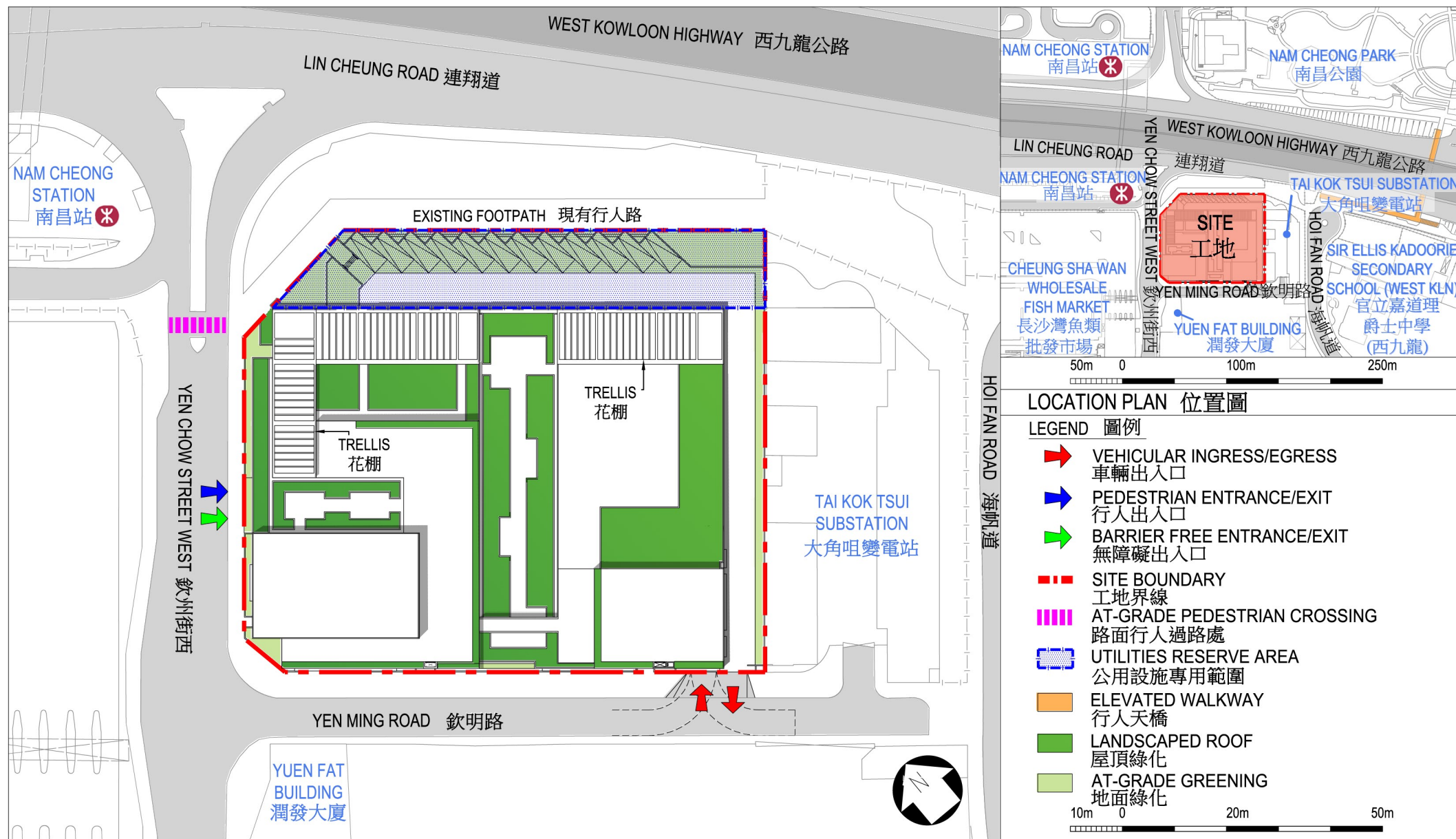
LEGEND 圖例

- VEHICULAR INGRESS/EGRESS  
車輛出入口
- PEDESTRIAN ENTRANCE/EXIT  
行人出入口
- SITE BOUNDARY  
工地界線
- AT-GRADE PEDESTRIAN CROSSING  
路面行人過路處
- ELEVATED WALKWAY  
行人天橋



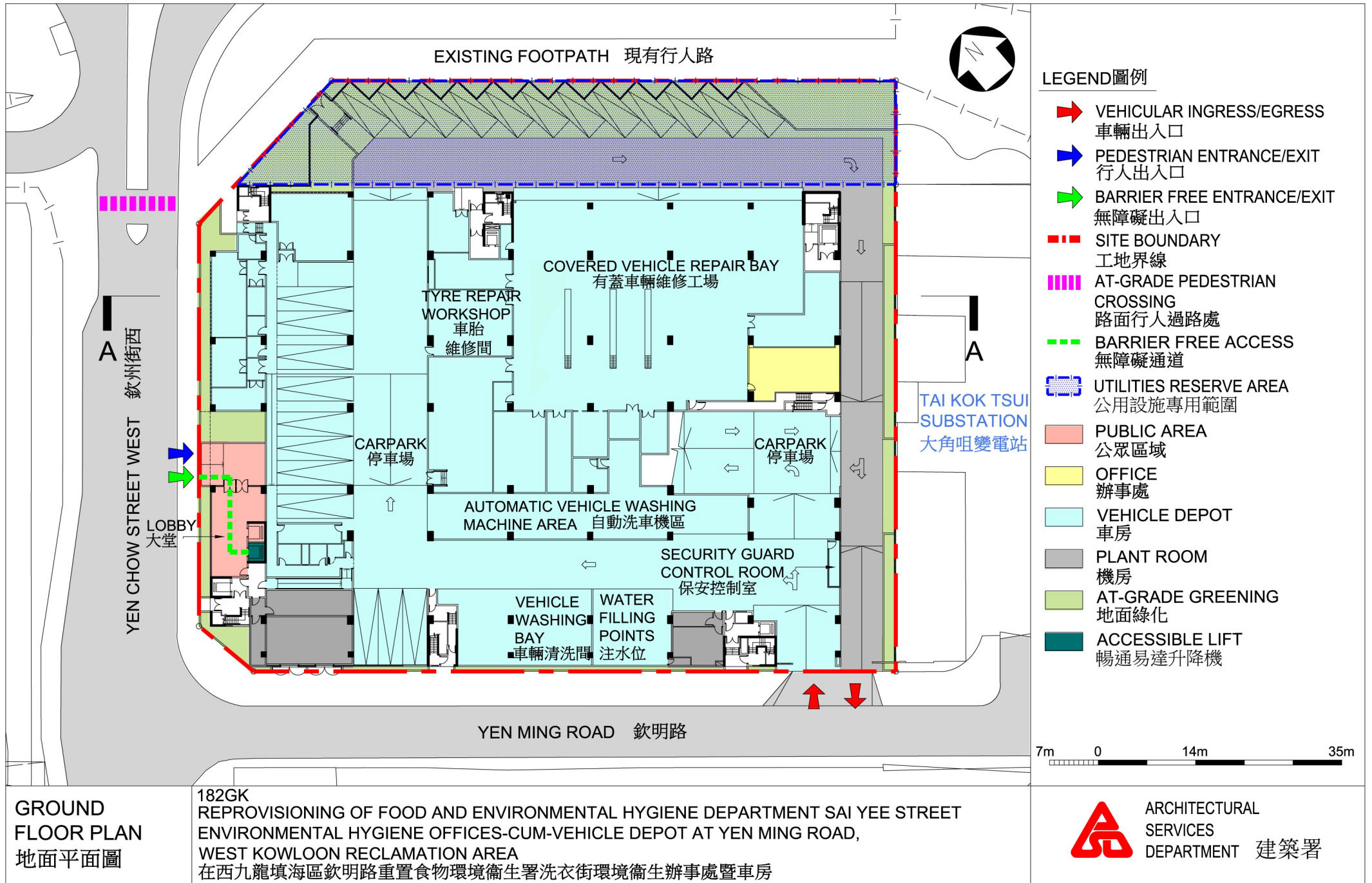
EXISTING SITE PLAN  
AT SAI YEE STREET  
洗衣街現址平面圖

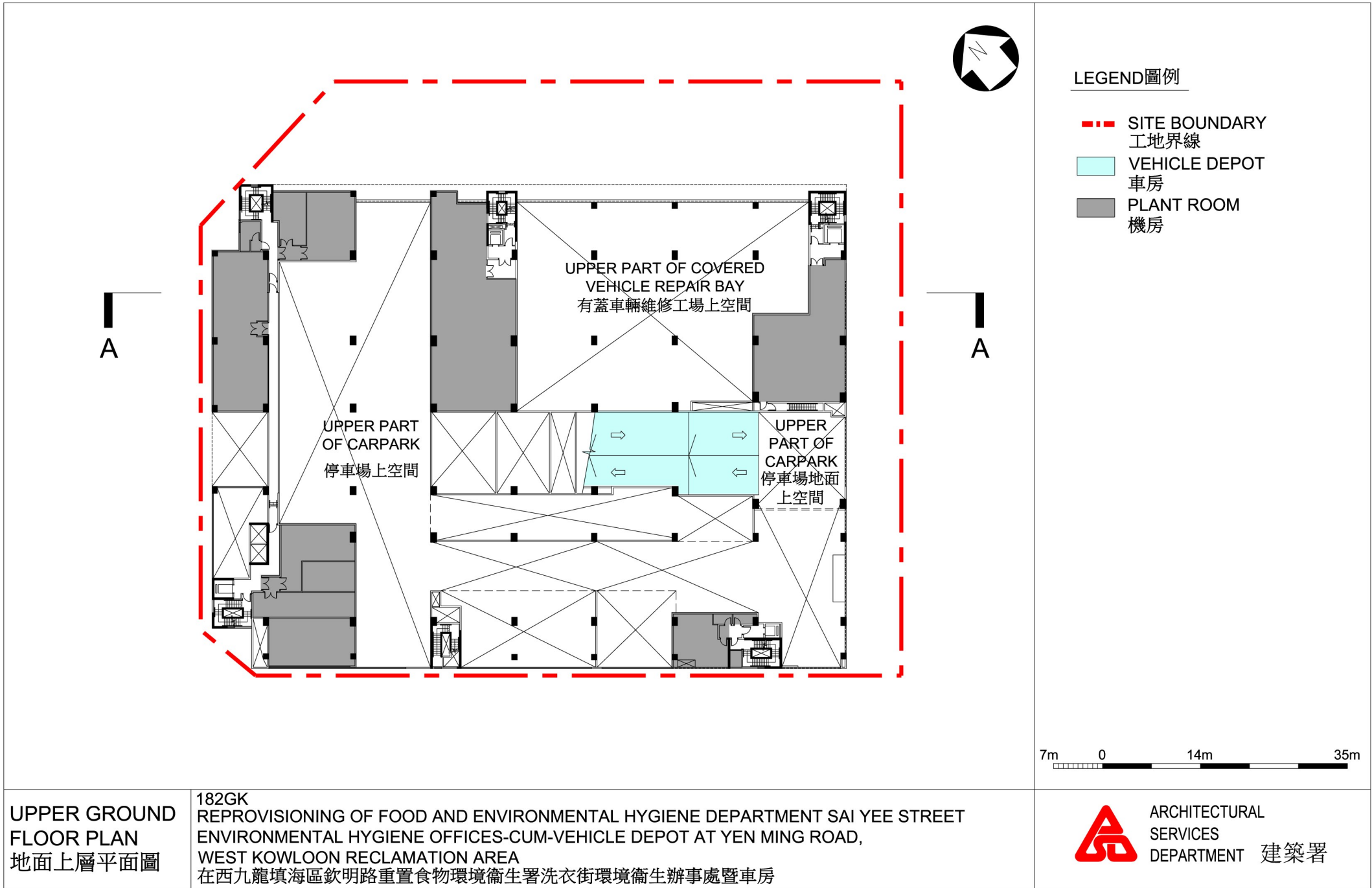
182GK  
REPROVISIONING OF FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT SAI YEE STREET  
ENVIRONMENTAL HYGIENE OFFICES-CUM-VEHICLE DEPOT AT YEN MING ROAD,  
WEST KOWLOON RECLAMATION AREA  
在西九龍填海區欽明路重置食物環境衛生署洗衣街環境衛生辦事處暨車房

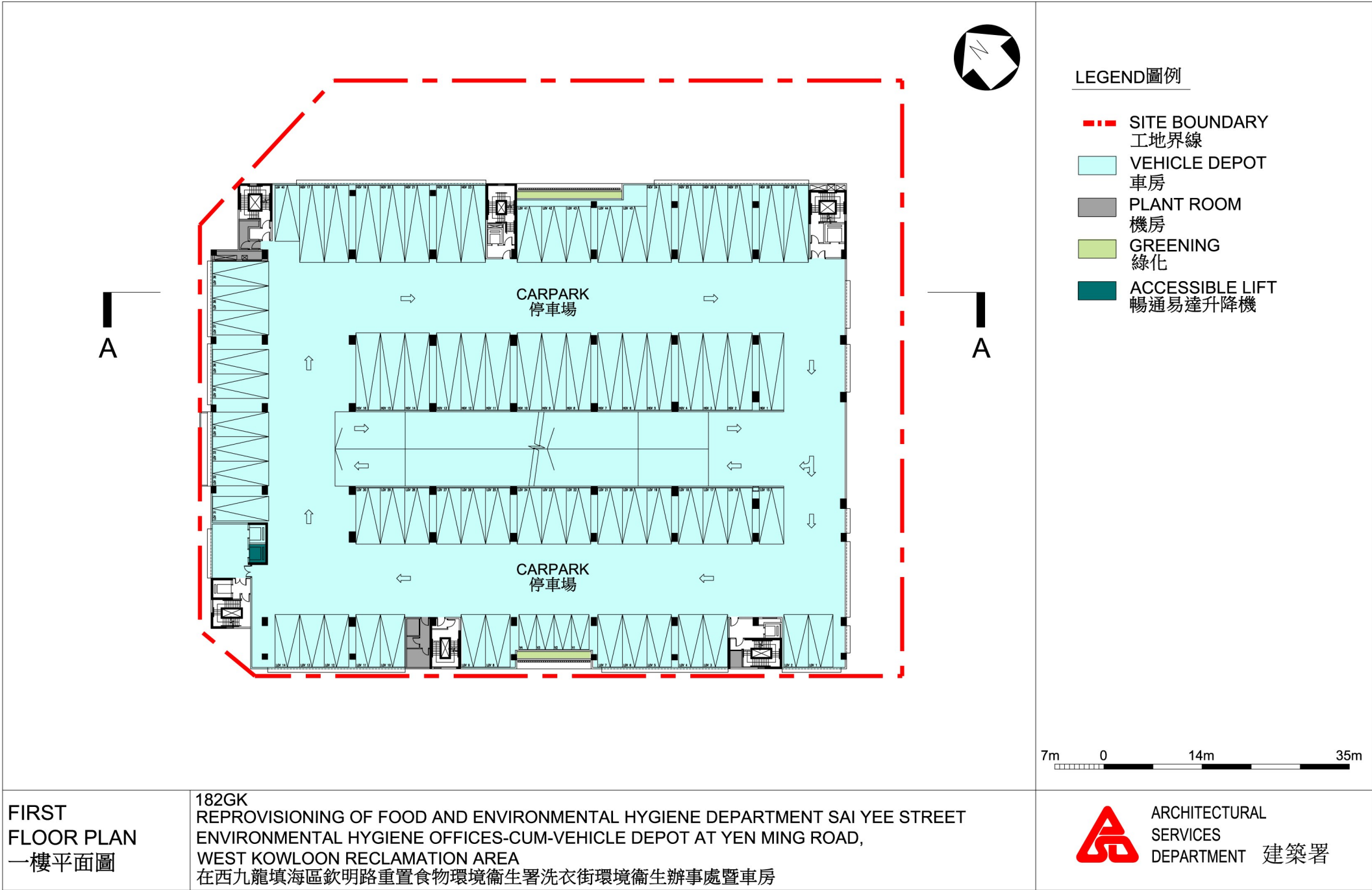


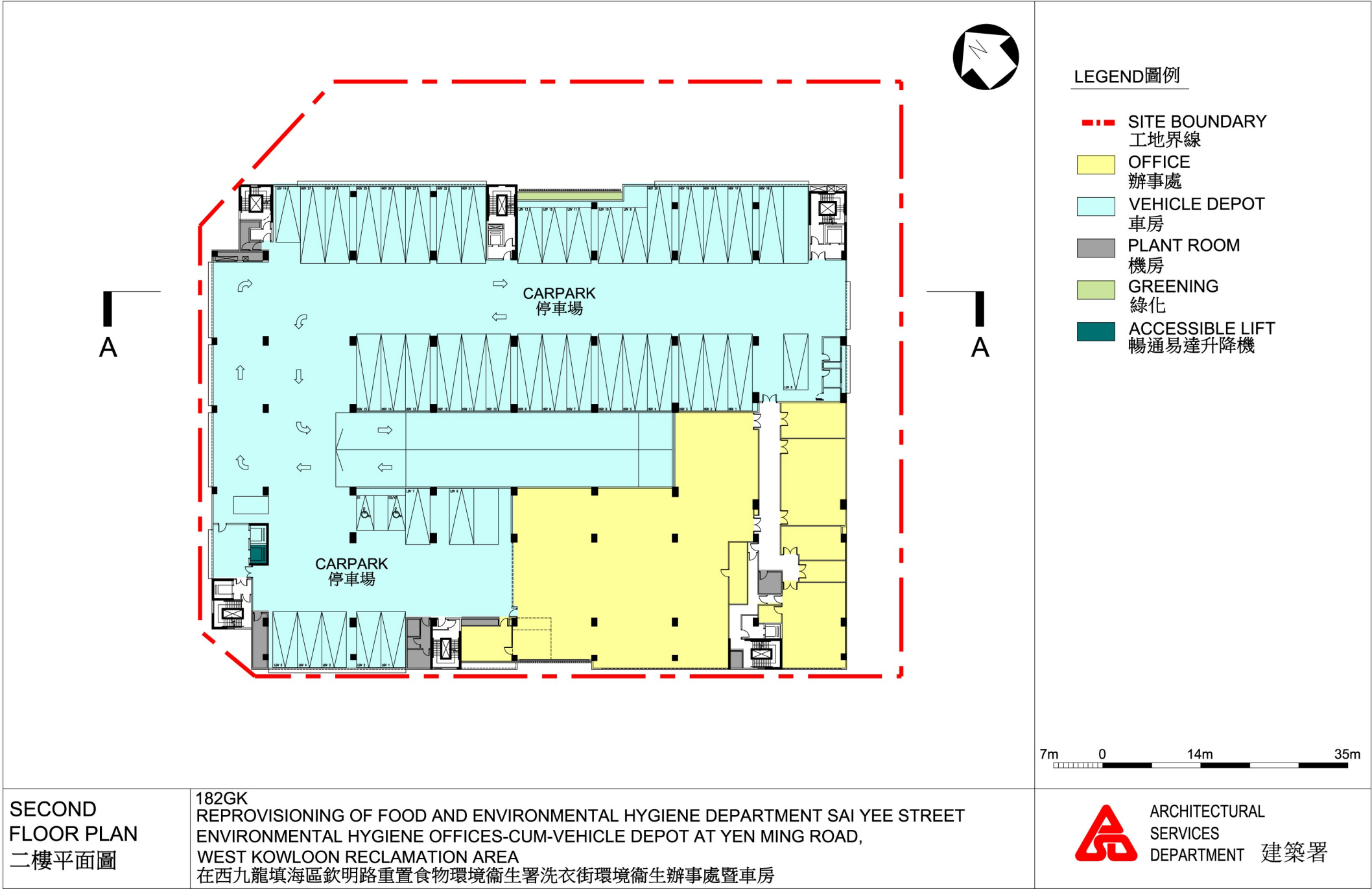
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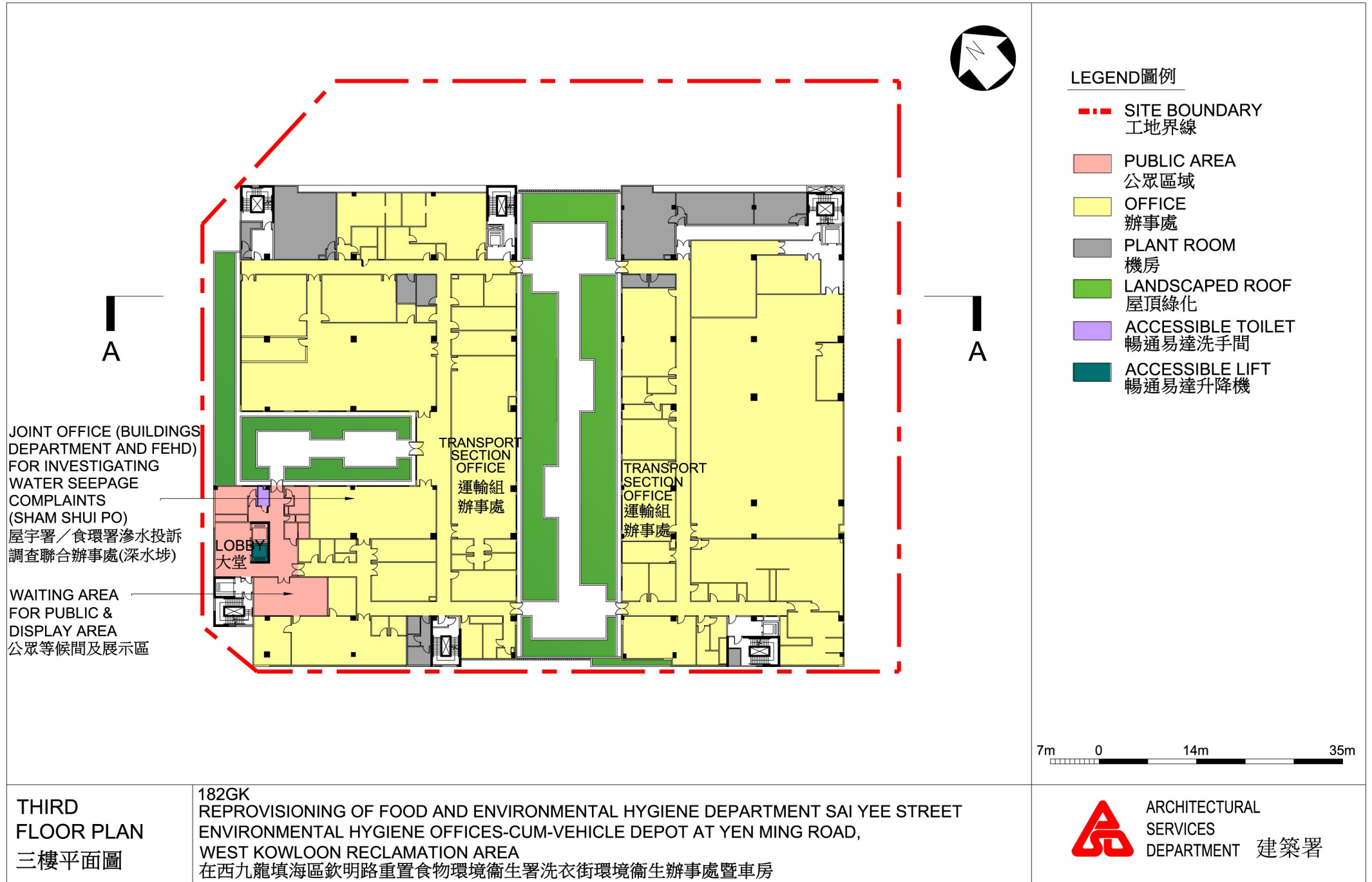


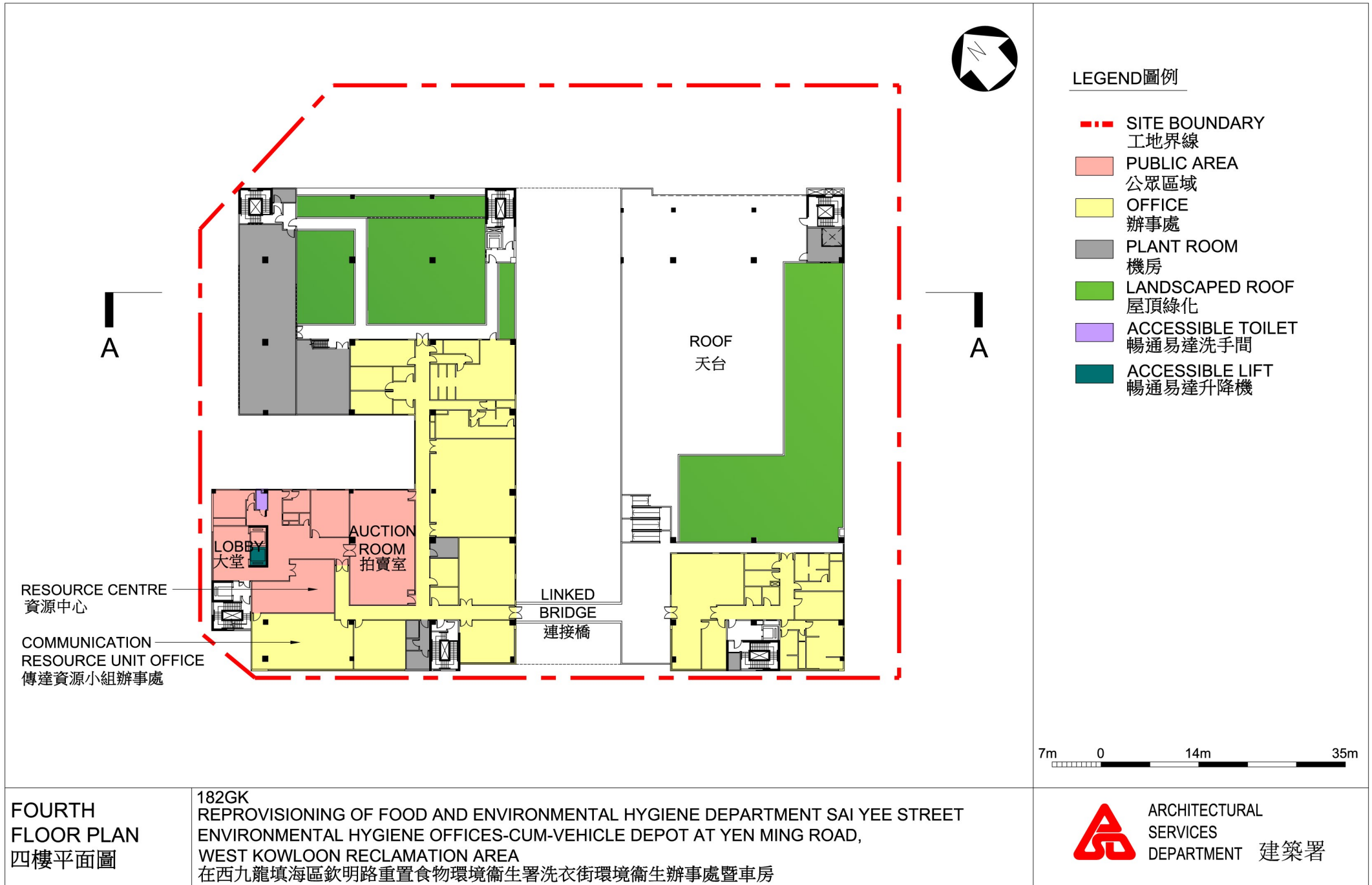




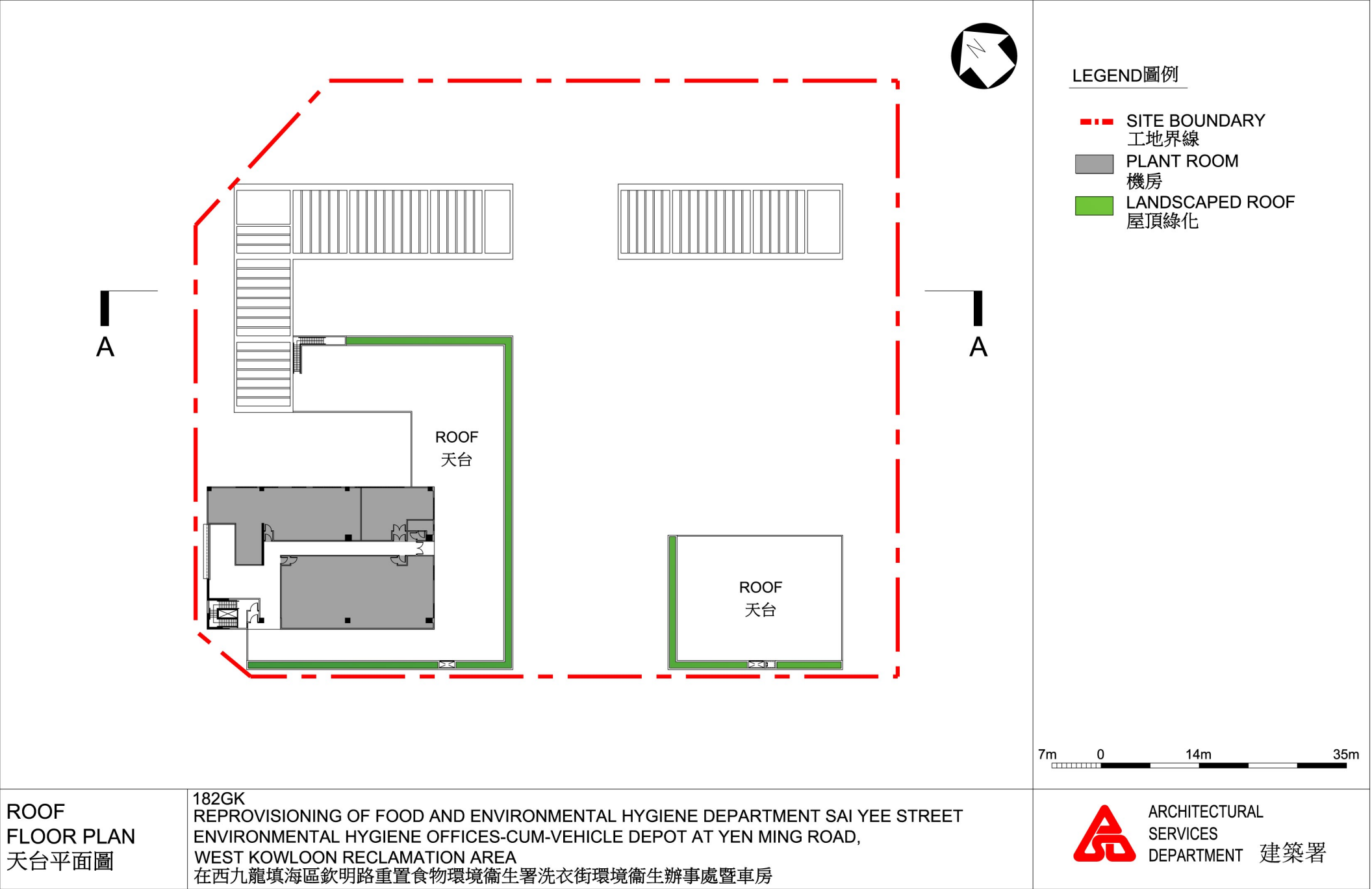


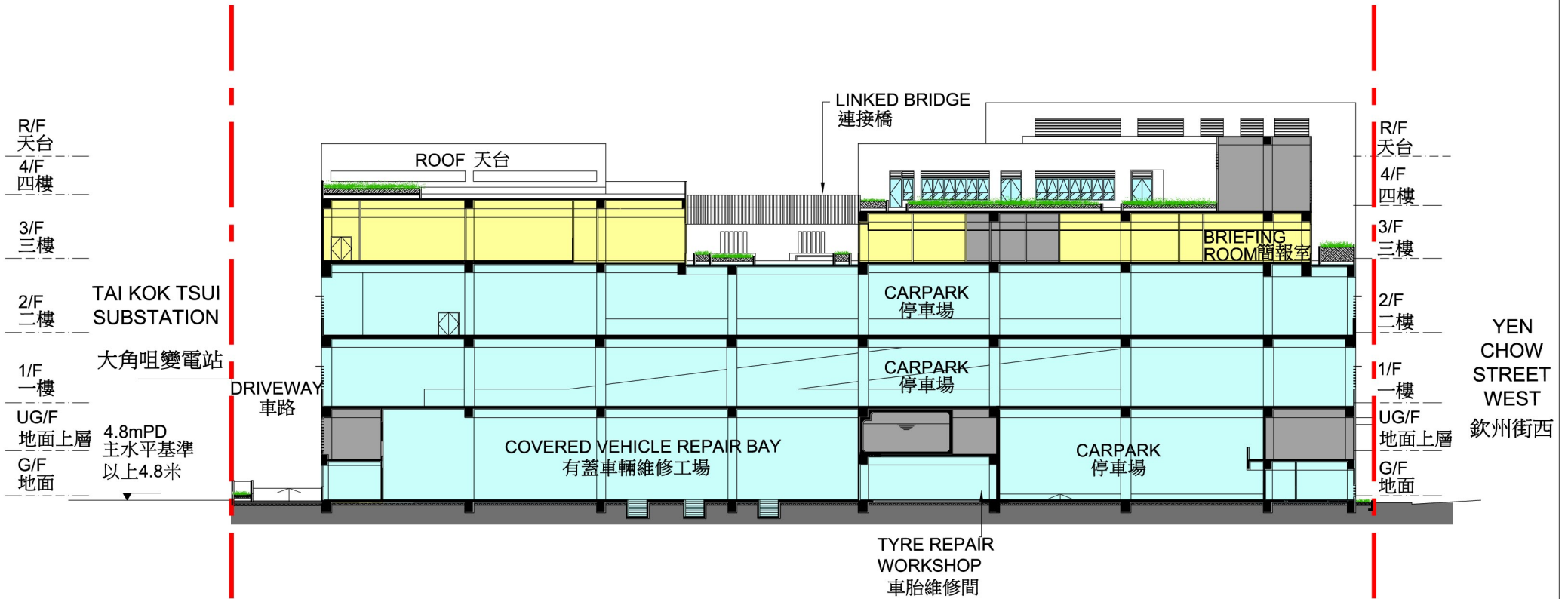












### LEGEND 圖例

- SITE BOUNDARY 工地界線
- OFFICE 辦事處
- VEHICLE DEPOT 車房
- PLANT ROOM 機房

SECTION A-A  
A-A剖面圖

182GK  
REPROVISIONING OF FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT SAI YEE STREET  
ENVIRONMENTAL HYGIENE OFFICES-CUM-VEHICLE DEPOT AT YEN MING ROAD,  
WEST KOWLOON RECLAMATION AREA  
在西九龍填海區欽明路重置食物環境衛生署洗衣街環境衛生辦事處暨車房



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PERSPECTIVE VIEW FROM NORTH WESTERN DIRECTION (ARTIST'S IMPRESSION)

從西北面望向大樓的構思透視圖



PERSPECTIVE VIEW FROM THE SOUTHERN DIRECTION (ARTIST'S IMPRESSION)

從南面望向大樓的構思透視圖

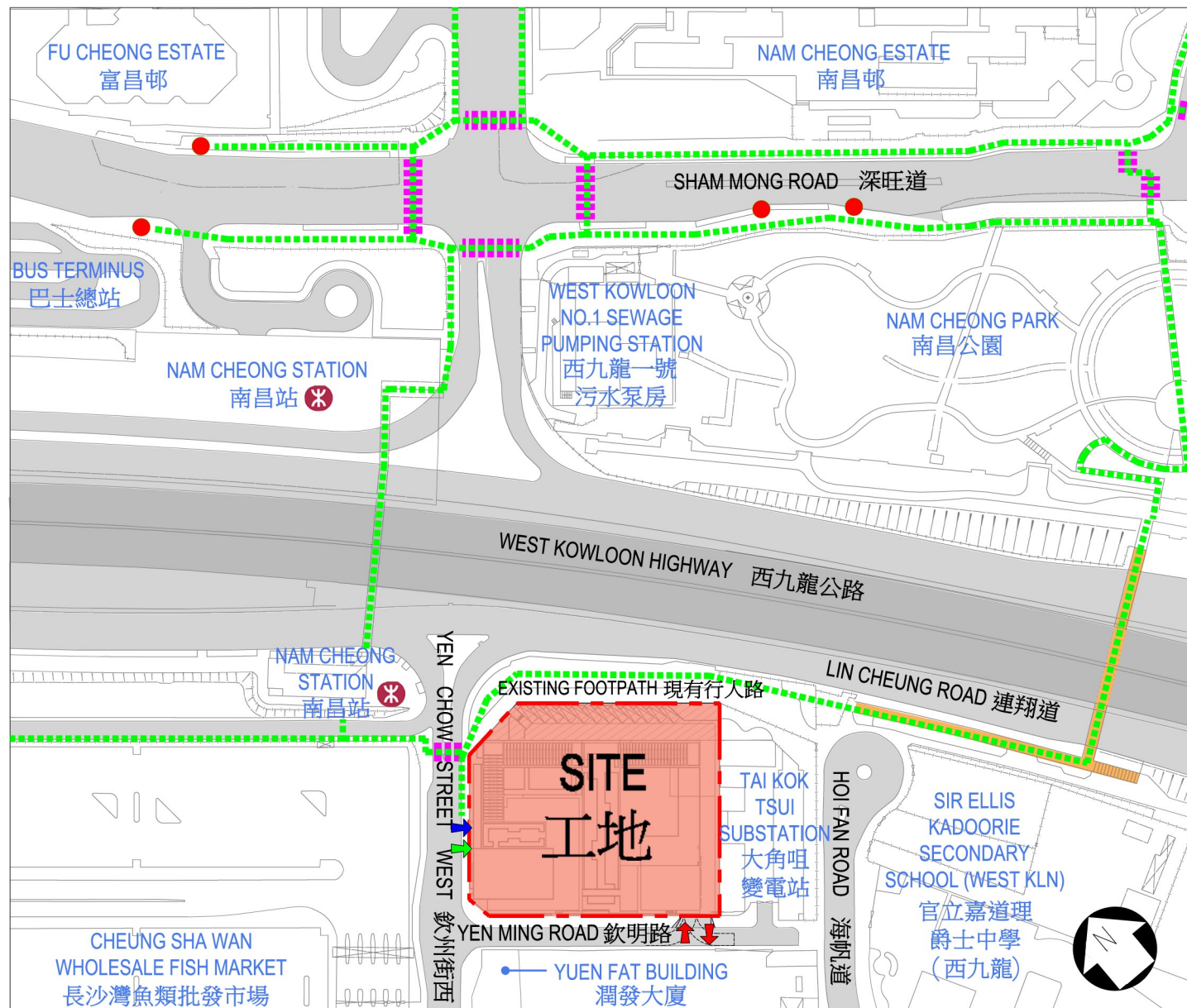
ARTIST'S  
IMPRESSION  
構思圖

182GK  
REPROVISIONING OF FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT SAI YEE STREET  
ENVIRONMENTAL HYGIENE OFFICES-CUM-VEHICLE DEPOT AT YEN MING ROAD,  
WEST KOWLOON RECLAMATION AREA  
在西九龍填海區欽明路重置食物環境衛生署洗衣街環境衛生辦事處暨車房



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## LEGEND 圖例

- VEHICULAR INGRESS/EGRESS  
車輛出入口
- PEDESTRIAN ENTRANCE/EXIT  
行人出入口
- BARRIER FREE ENTRANCE/EXIT  
無障礙出入口
- SITE BOUNDARY  
工地界線
- AT-GRADE PEDESTRIAN CROSSING  
路面行人過路處
- BARRIER FREE ACCESS  
無障礙通道
- ELEVATED WALKWAY  
行人天橋
- BUS STOP  
巴士站

PLAN OF BARRIER  
FREE ACCESS  
無障礙通道平面圖

182GK  
REPROVISIONING OF FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT SAI YEE STREET  
ENVIRONMENTAL HYGIENE OFFICES-CUM-VEHICLE DEPOT AT YEN MING ROAD,  
WEST KOWLOON RECLAMATION AREA  
在西九龍填海區欽明路重置食物環境衛生署洗衣街環境衛生辦事處暨車房



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**182GK – Reprovisioning of Food and Environmental Hygiene Department  
Sai Yee Street Environmental Hygiene offices-cum-vehicle depot at  
Yen Ming Road, West Kowloon Reclamation Area**

**Breakdown of the estimates for consultants' fees and resident site staff costs  
(in September 2014 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for contract administration (Note 2)	Professional	—	—	—	20.0
	Technical	—	—	—	5.0
				Sub-total	25.0
(b) Resident site staff (RSS) costs (Note 3)	Professional	61	38	1.6	7.0
	Technical	269	14	1.6	10.5
				Sub-total	17.5
Comprising –					
(i) Consultants' fees for management of RSS				2.0	
(ii) Remuneration of RSS				15.5	
				<b>Total</b>	<b>42.5</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 RSS supplied by the consultants. (As at now, MPS salary point 38 = \$71,385 per month and MPS salary point 14 = \$24,380 per month.)
2. The consultants' fees for contract administration are calculated in accordance with the existing consultancy agreement for the design and construction of **182GK**. The assignment will only be executed subject to Finance Committee's funding approval to upgrade **182GK** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.